The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5041 | 光緒三十一年十二月初九號 | WEDNESDAY, JANUARY 3, 1906. | 三拜禮 | 號三月正英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,500,000
Silver Reserve .....$ 8,500,000 }
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. F. Salinger, Esq.
E. Goetz, Esq. E. Shellim, Esq.
C. R. Lenzmann, Esq. Hon. R. Shewan.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3½ per Cent. per Annum.
For 6 months, 3¾ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 16th November, 1905. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [22

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft } Berlin.
Deutsche Bank } Berlin.
S. Bleichroeder } Berlin.
Berliner Handels-Gesellschaft } Berlin.
Bank fuer Handel und Industrie } Berlin.
Robert Warschauer & Co. } Berlin.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

Hongkong, 9th September, 1905. [24

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP..... " 18,000,000
CAPITAL UNCALLED..... " 6,000,000
RESERVE FUND ..... " 9,940,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHWANG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENTSIN. CHEFOO.
PEKING. DALNY.
KOBE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 25th September, 1905. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " ...3½ "
" " " 3 " ...2½ "

T. P. COCHRANE
Manager.

Hongkong, 18th May, 1905. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account, and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.
45]

WHEN YOU SEND YOUR "BOY" FOR
Fresh Australian Butter
See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

THE MUTUAL STORES,
GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [37

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [55

Mail [illegible]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	SUMATRA, E. W. Bruce	About 7th January	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALMA, G. W. Cockman, R.N.R.	About 7th January	Freight only.
SHANGHAI	ARCADIA, A. G. Cubitt, R.N.R.	About 13th January	Freight and Passage.
LONDON, &c.	DELTA, C. L. Daniel	Jan. 13th, Noon	*See Special Advertisement.*

For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 30th December, 1905. [4

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED
OF

BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.
RIPPINGILLE'S OIL HEATING STOVES.
SLOW COMBUSTION STOVES.
COOKING UTENSILS OF ALL DESCRIPTIONS.
HINK'S LAMPS & LAMP SHADES.
KENT'S CELEBRATED BRUSHES.
CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.

Hongkong, 30th October, 1905. [40

TURKISH CIGARETTES.

JOHN PETRINO & CO.

GRAND FORMAT	Per Tin of	50	$1.75
GOLD TIPPED	" "	50	1.60
STAR OF INDIA	" "	100	2.75
PRINCESS	" "	100	2.20
NON PLUS ULTRA	" "	100	2.00
DAMAS	" "	100	1.75

Telephone No. 7.

SOLE AGENTS
CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 8th December, 1905. [46

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905. [47

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW, the 4th day of January, 1906, at 11.30 o'clock in the forenoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 20th day of December, 1905, will be submitted for confirmation as a Special Resolution.

"That the Capital of the Society be increased "to $3,100,000 by the creation of 2,400 "additional ordinary shares of $250 each "(whereof $100 shall be credited as paid "up) ranking for dividend and in all other "respects pari passu with the existing ordinary shares of the Society; and that the "said additional shares, so far as shall be "necessary for the purpose, be issued to "those shareholders of the CHINA TRADERS "INSURANCE COMPANY LIMITED who "have accepted or shall accept the Society's "offer made to them on the 25th August "1905, such issue being in accordance with "the terms of a contract or memorandum "in writing made or to be made pursuant "to the said offer and to be filed with the "Registrar of Companies; and that the "balance, if any, of the said additional "shares be disposed of by the Board in "such manner as it shall think most beneficial to the Society."

Dated the 3rd day of January, 1906.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

4277—A]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. *every half hour.*

SUNDAYS.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905. [47

Intimations.

When nature flags,
and health fails,
try
BOVRIL

35]

THE COSMOPOLITAN,
A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

".....everyone is bound to appreciate the departure from the stereotyped canons which this magazine promises.....its pages are bright without being shocking.—its articles crisp, original, and well written, its illustrations are artistic and enhance the value of the journal....."—*Hongkong Daily Press*, 27th October, 1905.

"The praise which we gave to the first number of the COSMOPOLITAN may honestly be repeated in reference to the second number.....There is something very attractive in the unity which pervades the magazine through its being a one man affair, and that one man being such an acute student of passing events and wielding such a vigorous pen."—*N.-C. Daily News*, 30th October, 1905.

".....The many articles are well and brightly written.....there should be little doubt of success ....."—*Shanghai Times*, 20th September, 1905.

".....Though the language of the staff is not English, the English of THE COSMOPOLITAN, idiomatically and grammatically, is irreproachable."—*China Gazette*, 22nd September, 1905.

".....Among these are 'The Art of Eating,' a witty and observant discourse on modern table manners.....It is certainly a heterogenous collection of wit and wisdom, *but it is the ideal of a Far Eastern magazine*, for it will sober the over-spirited or brighten the gloomy, just as the spirit moves the reader ..... Taken altogether THE COSMOPOLITAN is brightly written, up-to-date, and entirely interesting....."—*Hongkong Telegraph*, 29th September, 1905.

".....Le champ d'observation de notre nouveau confrère est si vaste que nous croyons que la "copie" ne lui manquera pas, et nous lui souhaitons tout le succes desirable."—*L'Echo de Chine*, 20th September, 1905.

".....quite a new feature in Far Eastern journalism .....the quality of the letterpress is well worth the handsome setting.....We have found a good deal of sound common sense in articles as well as no little fun and humour..... matters calculated to interest not only the foreigner in Shanghai and Chinese Treaty ports, but in Japan":—*Japan Chronicle*, 12th October, 1905.

".....It is a very promising publication. The pictures are excellent.....one wonders how it is to be produced month after month"—*Japan Daily Mail*, 13th October, 1905.

In a few months the magazine will be written for subscribers only, and you will not be able to buy single copies.

The Christmas number will contain about 150 pages with nearly 100 illustrations and will cost $2.00 to non-subscribers whereas subscribers will get it at the usual price of $1.00.

SUBSCRIPTION.—$6.00 for six months plus 50 cents postage. Subscribers joining now may still get back-numbers from September, but as we have only 81 copies left for September and 52 for October it will be necessary to apply at once to:—

THE COSMOPOLITAN,
35, SZECHUEN ROAD, SHANGHAI.

Please note my name as a subscriber to the COSMOPOLITAN for 6 months beginning from.....

Enclosed please find $6.50.

Name of Subscriber.....

Address.....

Hongkong, 12th December, 1905. [1233—E

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX"
Is Self-acting. Always ready for immediate use.
Destroys all smoke. Requires only one hand to hold.
Can be used by anyone, even lady or child. Weight only 18 lbs. when full.
Minimum of Price, Weight and Size. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [35

Hotel.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.

Hongkong, 20th December, 1905. [5

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,365 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain W. A. Valentine.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

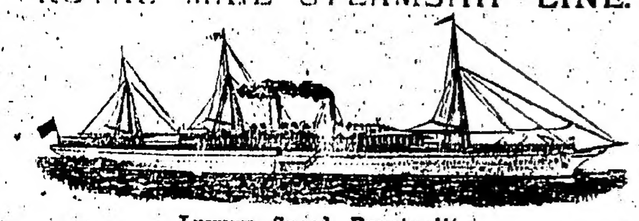
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*via* St. Lawrence £60. *Via* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail, ... " £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,

Hongkong, 13th December, 1905. *Corner Pedder Street and Praya, opposite Blake Pier.* [13

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
AMBRIA / Wünnenberg	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	17th Jan.	Freight.
BRISGAVIA / Russ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Jan.	Freight.
RHENANIA * / Förck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Feb.	Freight and Passengers.
SPEZIA / Porzelius	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Feb.	Freight.
SAMBIA / Ehlers	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th March	Freight.
ANDALUSIA / Filler	FOR ODESSA (DIRECT). (Calling at SINGAPORE and COLOMBO).	About 12th Jan.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 3rd January, 1906. [1

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [31

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
Also
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship *GNEISENAU*, Capt. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILLEHAD	4,762	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship *PRINZ WALDEMAR*, Capt C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	*PRINZ SIGISMUND* *	TUESDAY, 16th Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PREUSSEN*	WEDNESDAY, 17th Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 3rd January, 1906. [2

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. [14

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG..	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP...	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor,
Hongkong, 23rd December, 1905. [15

Dentistry.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1905. [68

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Colombo.	Tons.	Leave Hongkong.	Connecting Steamers from Colombo to Marseilles & London.	Tons.	Due at Marseilles (Brindisi 2 days earlier).	Due at Plymouth (London 1 day later).
		Noon, Saturday.			Saturday.	Friday.
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24	MOLDAVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10	MONGOLIA	10,000	April 7	April 13
DELTA	8,000	Mar. 24	MOOLTAN	10,000	April 21	April 27
OCEANA	7,000	April 7	MARMORA	10,500	May 5	May 11
					Sunday.	Saturday.
ARCADIA	7,000	April 21	VICTORIA	7,000	May 20	May 26
DEVANHA	8,000	May 5	HIMALAYA	7,000	June 3	June 9
DONGOLA	8,000	May 19	INDIA	8,000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	Leave Hongkong About	Due at London About
† JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	April 14
NUBIA	6,000	Mar. 14	April 28
† JAVA	4,500	Mar. 28	May 12
† FORMOSA	4,500	April 11	May 26

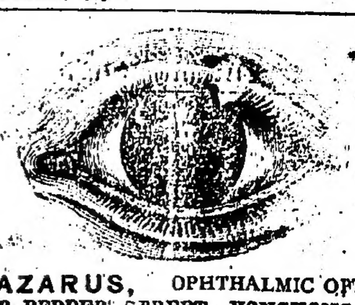
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent,

Hongkong, 13th December, 1905. [1



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

Hotels.

VICTORIA HOTEL,
SHAMEEN, CANTON.
ON THE BRITISH CONCESSION.

MACAO HOTEL
MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

261 W. FARMER, Proprietor.

Telegraphic Address "CONNAUGHT." CONNAUGHT HOTEL. *Telephone,* No. 170.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Flush Water Lavatories.
Excellent Cuisine and Wines.
Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905. [97

Intimation.

POWELL'S

GENTLEMEN'S DEPARTMENT,

28, Queen's Road,

(OPPOSITE THE CLOCK TOWER.)

SMART WOOLLEN

DRESSING GOWNS

and

SMOKING JACKETS,

from $11 to $50 each.

SOLF-LEATHER, LINED LAMB'S WOOL,

HOUSE BOOTS,

Very comfortable and warm.

CARDICAN WAISTCOATS,

Exclusive Designs.

SMART GOLF & MOTOR

CAPS,

Newest Shapes.

TWEED

SHOOTING HATS.

BLACK & GREY

BOWLER HATS,

"The very Latest."

MEDIUM AND LIGHT-WEIGHT

FLANNEL SHIRTS.

PATENT

BOOTS & SHOES,

Three Smart Shapes.

HALF-HOSE, GOLF HOSE, RUGS, SUIT CASES STICKS, OVERCOATS, WATERPROOFS, &c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ld.,

28, Queen's Road,

HONGKONG.

Hongkong, 23rd December, 1905. [42

Intimations.

NOTICE OF REMOVAL.

WE have this day REMOVED our Office to KING'S BUILDINGS (3rd Floor, West Side).

MACDONALD & CO.

Hongkong, 2nd January, 1906. [77

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905. [71

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [61

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [58

To Let.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [73

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 17, WONG-NEI-CHONG ROAD.

No. 5, CLIFTON GARDENS, Conduit Road.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd December, 1905. [72

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905. [30

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [28

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [19

NAVAL LIFE IN THE UNITED STATES.

A FATAL BOXING CONTEST.

HAZING AND THE MIDSHIPMAN'S SCHOOL CODE.

A very great deal is being written in the American Press on the results of a recent boxing contest between midshipmen of the U. S. Navy and the revelations of midshipmite life that have ensued in consequence. On the 5th November last, a Sunday evening, a pre-arranged "first fight" took place between Midshipmen Meriwether and Branch of the Annapolis Naval Academy. Midshipman Branch died as a result of the encounter, and on the 22nd Nov. Meriwether was duly tried by court-martial. Facts of a remarkable character were brought to light at the trial. Witnesses, including Branch's room-mate, the referee, and time-keeper of the contest and all four seconds, were examined in a more or less degree about all the circumstances of the fight, the existence of a peculiar code of honour, and their ideas of their duty under the regulations.

Midshipman A. W. Fitch, who refereed the fight, stated that he had officiated in nineteen such contests, and Midshipman McKittrick testified that he had taken part in nine. Detailed accounts were given of arrangements by which midshipmen on duty acquiesced in absences without leave and other derelictions in order that the fight might go on, and the testimony also showed that, although frequently severe injuries resulted from these fights and the recipients often had to be taken to the hospital, nothing further was ever heard of them. This the defence brought out on cross-examination, it being evidently intended to show that the authorities also winked at the code and the prearranged fights under it.

Interesting sidelights to hazing or "running," as it is called at the Academy, developed from the testimony of one of the midshipmen. Meriwether has been generally disliked, he said, because he was too "ratty," that is, it was explained, that he did not abide by the rules laid down for the government of the lower classmen. Some of these were that he should never enter "Lovers' Lane," an Academy walk; that he should turn all corners at right angles, should not look at an upper classman, and should answer most respectfully when addressed by one of them; that he must never touch the table nor ask for anything during a meal, and, under no circumstances, "fuss"—that is, be in the society of young women. These rules and many others are contained in that part of the "code" relating to the government of under classmen. Branch had been one of the midshipmen who, according to the testimony, determined to make life "not worth living" for Meriwether, because he would not abide by these rules, and from that the enmity arose.

Dr. Robert E. Hoyt, head of the department of physical culture at the Academy, furnished interesting data on the comparative size and strength of Meriwether and Branch, taken from the actual measurements of the Academy. While it is a fact that Meriwether was slightly older, heavier and taller Branch was larger of chest and arm, and his total percentage of strength was about a fifth greater than Meriwether's.

The gloves used by the men were punching bag gloves, which are used as a protection for the hands when punching the bag, and have almost no padding.

Midshipman Harold McKittrick, who acted as second for Branch during the fight, told of their engagement and the insistence of both boys that the fight should be to a finish. The fight itself, he testified, lasted over twenty-two rounds of two minutes each, with one minute intermission. Early in the fight one of Branch's eyes was closed, but he was holding his own. At the end of the twentieth round Meriwether fouled by hitting in a clinch, and offered to forfeit the fight. This Branch and his seconds would not allow, insisting on a finish. This is regarded as a strong point for Meriwether, showing that he wished the fight to stop.

Another time Branch was on his knees and under the rules could have been hit, but Meriwether would not hit him. Both of these were points in Meriwether's favour. On cross-examination an effort was made to show by the witness that fights generally had the effect of ending the ill-feeling between the fighters. The witness said that it was always the custom to have a general handshaking at the close of the fight and that this was done in this case. Meriwether, he said, begged the pardon of Branch for the insulting language he had used, and the apology was accepted.

In the course of the medical evidence, Surgeon Stone of the Naval Academy said in his testimony that Branch when he came under his care at the hospital was absolutely unconscious. The left side of his head, the left temple, his forearms, right eye and lips were much swollen and discoloured, and both eyes were closed. When the eyelids were opened with the hand the eyes rolled and generally set towards the left. The left arm and leg were paralysed and there was a convulsive movement in the right arm and leg. There was slight fever, but the pulse was normal. Dr. Stone said he was confident that the condition had been brought about by external injuries to the head, such as might have been caused by blows of the fist.

One of the most remarkable incidents in connection with this case was the telegram received by Meriwether from an aged female relative congratulating him for upholding the reputation of his fighting ancestors, who figured in the Revolution.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

Entertainment.

AN ORGAN RECITAL will be given in ST. JOHN'S CATHEDRAL, ON FRIDAY, January 5th, at 5.30 P.M., By Mr. DENMAN FULLER, F.R.C.O., L.R.A.M.

The first half of the programme will consist of works by the old masters; the second half will be entirely modern.

Violinist ... ... Herr F. J. Jokl.

Hongkong, 29th December, 1905. [1300

Notice of Firm.

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I HAVE, This Day, been appointed as MANAGER.

GEO. KEERLE.

3, MacDonnell Road.

Hongkong, 12th December, 1905. [1234—E

Auction.

(BY ORDER OF THE MORTGAGEES).

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, ON MONDAY, the 15th day of January, 1906, at 3 P.M., at their SALES ROOMS, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong, viz.:—

All that PIECE or PARCEL of GROUND, situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 10A, containing by superficial measurement 2,800 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very valuable house and premises, known as No. 35, Queen's Road Central. All the said premises are held for the residue of a term of 984 years granted by a Crown Lease of Marine Lot No. 10A and which Lease is dated 16th April, 1859.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 30th December, 1905. [1304—F

For Sale.

THE FAMOUS MAB DWARF RAZOR, A SHARP LITTLE SHAVER

WEIGHT LESS THAN ½ OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [66

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.

In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 30th September, 1905. [57

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

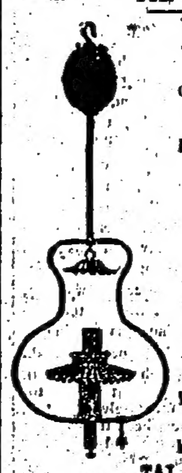
Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1904. [62

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, [illegible]

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 7th March, 1905. [51

THE NEW FRENCH REMEDY

TRADE "THERAPION" MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers in request, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of H's Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [Q

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1903 [65

WILTSHIRE As Supplied to HARRIS'S His Majesty The KING BACON & HAMS

Gold Medals PARIS 1889 & 1900

Regd HARRIS CALNE WILTS Brand

HARRIS, CALNE WILTS England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [63

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Maisonneuve, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease that their protean forms as to leave no taint or trace behind. Such is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained in England "direct" from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excepting such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Fields Advertiser* KIMBERLEY.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila. [Q

Intimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to H.M. THE KING and H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52

XMAS CAKES AND PUDDINGS, A SPECIALITY.

CUSTOMERS are requested to book their orders early, in order to prevent disappointment.

WEISMANN, LIMITED, 34, Queen's Road Central.

Hongkong, 18th November, 1905. [54

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

CLARETS.

St. George	$4.00	Per Dozen Quarts.
Cru-Wynbron	4.50	" "
Côtes	5.00	" "
Montferrand	5.50	" "
Medoc	6.00	" "
St. Emilion	6.00	" "
St. Estèphe	6.50	" "
St. Julien	7.50	" "
St. Estephe Superior	9.00	" "
Chateau Margaux	9.00	" "
Chateau Leoville	9.00	" "
Chateau Lafite	10.00	" "
Chateau Larose	10.50	" "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Buildings, Queen's Road Central.

Hongkong, 19th May, 1905. [Q

Intimations.

E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - $16.50

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905. [34

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BRANDIES

FROM

MARIE BRIZARD & ROGER,

COGNAC

FROM $19.20 TO $126.00

Per Dozen.

THE LARGEST AND MOST VARIED

STOCK OF BRANDY IN

THE EAST.

Hongkong, 20th July, 1905. [36—74

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 3, 1906.

LOCAL AND GENERAL.

THE German mail of the 6th Dec. was delivered in London on the 2nd inst.

SEVEN years ago to-day Lord Curzon was received at Calcutta as Viceroy.

CAPTAIN I. R. F. Shinkwin, Army Service Corps, is appointed a member of the C. U. S. Rifle Association.

KOWLOON City Range will be handed over to the 2nd Royal West Kent Regiment by the 129th Baluchis on Saturday next at 10 a.m.

No. 87 Company, Royal Garrison Artillery, will move into camp at Stonecutters from the 8th instant to the 10th February for annual regimental course.

A CHINAMAN was sent to three weeks' hard labour and six hours' stocks, by Mr. F. A. Hazeland this morning, for snatching a gold coin charm from a gentleman's watch-chain in Queen's Road Central, on the 2nd inst.

MR. William Maxwell, the war correspondent, who is accompanying T.R.H. the Prince and Princess of Wales on their tour through India, before he left England completed his book on the Russo-Japanese war. It will be published by Messrs. Hutchinson. Mr. W. H. Mudford has undertaken to see the volume through the press.

WHEN charged with being in unlawful possession of a bundle of clothing for which he could not account, Chau Chong tried to evade arrest, but finding he could not do that he offered a bribe to a Chinese *lukong*, who, honest man, refused to sell his conscience for cents, and in the result, when placed before the Magistrate, the accused was fined in all $35.

WE learn from the *Japan Times* that the Tokio Municipality will rebuild Nihon-bashi next year, at a cost of about half a million yen. The new bridge will be of granite, and will weigh 15,000 tons. On each side of the roadway, about the centre of the span, a cylindrical pedestal will be erected, supporting a figure of an ancient warrior on horseback.

IT is reported among those who know Sir Thomas Lipton well that he is a Benedick, having secretly married a Scotch girl in humble circumstances years ago before he dreamed of reaching his present condition of prosperity. People who knew Sir Thomas in his youth say that the facts are well known to certain people. Sir Thomas himself has nothing to say on the subject. The announcement is made that he is seeking a country seat in Ireland, either in Wicklow or Meath county.

PRIVATE Leonard Gadsby, A.S.O., was charged by Sergeant O'Sullivan, before Mr. C. A. D. Melbourne, this morning, on remand, with the theft of the sum $164, the property of one Wong Kam, a resident of Hunghom, on the 31st ulto. The sergeant proved the arrest of the defendant, on whom was found a large sum of money, on the 1st inst. Defendant has nothing to say, and His Worship sent him to one month's hard labour.

THE other morning the mail boat *Phya Noi* left Bangplasoi for Bangkok. There were about 100 passengers on board. Bang Hia was in sight when the boat began to make water rather badly. There was great consternation among the passengers, and it was decided to turn back. Finally the vessel was beached near Bangplasoi, everybody being quite safe. There were some 200 bags of sugar on board and about 70 of them were spoiled by the water.

A LONDON correspondent of an Eastern journal writes thus:—"The latest fad is to smile and be healthy, a West-End physician having advised his clients to smile as much as possible, since the action is beneficial and relieves the brain by quickening the movements of the blood through the vessels and veins, accelerates the circulation and aids digestion." We would like to know the fee charged by this physician for his valuable advice, and whether there is a School of Smile Culture yet established in London?

ON the 21st ult. the Waiwupu wired Minister Wang Tah-hsi of London that the following four items shall be asked from the British Foreign Office. 1.—Removal of the Vice-Consul Twyman. 2.—Dismissal of the Police Inspector who was the course of the fracas. 3.—Hereafter detention of Chinese prisoners shall be in the hands of the Chinese authorities. 4.—The purely Chinese cases shall be heard by the Chinese tribunal. Minister Wang has replied that the British Foreign Office has not consented to the same yet. The negotiations are progressing and he is doing his best.

COMMANDER Fred. C. Coffin has been appointed to the command of the monitor *Monadnock*, with station at Canton.

YESTERDAY afternoon on the Hockey Club ground a friendly match was played between teams from H.M.S. *Diadem* and H.M.S. *Sutlej*. For a few minutes after the ball was put in motion a good game was played, but later the men of the flagship had the game to themselves and ultimately won by four goals to one.

WHEN asked in Manila regarding the time he spent in Hongkong the Hon. W. J. Bryan said that he had only passed a few days here and had been well received. He called on the Governor and other officials of prominence. When asked whether he had received an ovation at Hongkong he said: "They neither bid me stay nor go."

A CATTLE disease, the nature of which is not given, appears to be prevalent in the country districts and is doing great damage. It also appears that a butcher of Poopyong has been offering diseased meat for sale. Twelve people have died after eating beef supplied by him and the terror-stricken butcher has accordingly gone into hiding.—*Korea Daily News.*

THE Military Governor at Mukden, Chao Erh-hsun, has asked the Throne to establish the General Bureau of Commercial Affairs and that the investigation of mines in the province of Shengking and the poll tax as well as the military funds and salt administration be placed under the control of the General Bureau of Finance at Mukden.

IN contrast with the news from London of the increasing seriousness of the unemployed problem, the following remarks of a fashionable jeweller are of interest:—"This year we have made a large number of exact models in silver of an 8-h.p. Panhard motor-car. They run freely and are intended for passing cigars and cigarettes round the table after dinner. Silver wheelbarrows to carry chocolates and quaintly-shaped dishes of hammered silver are also in great request."

A CURIOUS fact regarding diamonds is that it is not uncommon for the crystals to explode as soon as they are brought up from the mine. Sometimes they have burst in the pockets or the warm hands of miners, due to the effect of increased temperature. Large stones are more likely to do this than small ones. Valuable stones have been destroyed in this way. By way of safeguard, some dealers imbed large diamonds in a raw potato for safe transport from South Africa.

BY kind permission of Lt.-Col. Aitkin and officers, the Band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, 4th inst. (weather permitting):—

March	"Right Left"	Souza
Overture	"William Tell"	Rossini
Waltz	"The River of Year"	Liddell
Selection	"The Girl from Kays"	Caryll
Song	"Mona"	Adams
Cake Walk	"Jolly Negroes"	Berger
	God Save the King.	

As this journal has on several occasions been prosecuted for unwitting and unimportant infractions of the regulations prohibiting the publication of reports concerning the movements of troops and warships and other matters, which were issued at the commencement of the war, we have satisfaction in noting that these regulations were yesterday (31st ult.) formally withdrawn. As it is now some four months since the hostilities ceased, it cannot be said that the authorities have exhibited any undue haste in this matter.—*Kobe Herald.*

THE latest number of *Black and White* to hand, viz., that dated the 2nd ult., contains a fine reproduction of a group-photo taken at Singapore of those participating in the recent Tanjong Pagar Arbitration. Penang's very own Adams was there, of course—in the very front row, in fact—but with his classical features almost concealed behind a huge pair of moustaches is (now) unrecognisable, and the letterpress accompanying the photo, which labels him W. R. Adams, is not much help towards his identification except to those "in the know."

A CORRESPONDENT of a Japanese newspaper says that all the Chinese, from the officials to the general public, are resolved to obtain the restoration to China of all privileges and concessions as to railways, mines, etc., which have been granted to foreigners. They have been much elated at their success in obtaining the cancellation of the American concession for the Hankow railway. With the exception of Germany, all the Powers consider that such action by China would be disastrous to her interests. Germany, however, is disposed to support the wishes of the Peking authorities in order to promote German interests in China.

IN Japan, where "the pipe that soothes" becomes an expensive luxury owing to the high duty on tobacco, any hint how to make a pipe last will be acceptable by smokers. An instance of what can be done in this connection was given during a novel competition for smokers recently held at Lacken, a suburb of Brussels. Each competitor was provided with a new clay pipe (*pipe en terre*) and one-eighth of an ounce of tobacco, and the task was to keep this alight as *long as possible*. Competitors, to the number of 200, came from all parts of Belgium, Antwerp, La Louviere, Charleroi, and other provincial towns being represented. The first prize was won by M. Kos, who is believed to have established a record by making his pipe last for 3hr. 7min. The shortest smoke in the prize list was Mr. Saboo's 2hr. 8min. One of the competitors explained that the secret of success lay in the method of filling the pipe. The best way to do this, he said, is to pack the tobacco loosely in the lower part of the pipe, press it tightly together in the centre, and more freely at the top. Many clubs in Belgium have been training for the competition for a long time, and the object of the display was to demonstrate that more pleasure and less harm is derived from slow smoking than from puffing away a pipe-load in a few minutes.—*Ex.*

THE Nanfangpao says that the lease of Weihaiwei depends on the lease of Port Arthur, and hence the negotiations on the matter with the British Minister can begin only after the new treaty with Japan has been published.

RETURN of visitors to the City Hall Library and Museum for the week ending the 31st December, 1905 excluding Christmas Day and Boxing Day:—Library Non-Chinese 186, Chinese 77; total 263. Museum Non-Chinese 45, Chinese 1,635; total 1,680.

IN Peru, when a man wants to break into a house, he often takes a sponge and a bucket of water, and moistens the walls, which, being covered with only a thin coating of mud, are easily dissolved upon the application of moisture. Burglaring seems to be an even simpler proceeding in Peru than in Hongkong.

FOR the reassurance of Chinese students who have been leaving Japan owing to their unwillingness to accept student conditions, it is now stated that the cruisers *Haichi* and *Haiyung* were not stationed at Woosung to prevent such students from returning to China, but to prevent them from going elsewhere abroad.

A NAVAL Reserve man named Alec Taylor, who is a native of Newcastle, has been appointed to the post of public hangman, rendered vacant by the death of Billington. Taylor has resided some time in the Holderness division of East Yorkshire, and until recently had been in the employment of the North-Eastern Railway Company.

THE period during which the sale of substantive official ranks in the province of Kwangtung is sanctioned by the Government being almost expired, and the provincial treasury being still in urgent need of funds, H.E. Viceroy Tsên of Canton proposes to present a special memorial to the Throne praying for permission to continue the sale of such ranks for another twelve months.

AS will be seen from our advertisement columns, Mr. Oliver Bainbridge, F.S.A., F.R.G.S., will deliver a lecture on "Native life and customs in Southern Seas," at the St. Andrew's Hall, to-morrow evening commencing punctually at 5 p.m. His Excellency the Governor will preside. The lecture, which will be delivered under the auspices of the Hongkong "Odd Volumes," is open to the public.

THE Chinese merchants in Java recently despatched a petition by telegraph to Viceroy Tsén of Canton the contents of which we gather are as follows: It seems that because the petitioners enjoy no consular protection they very often are subjected to oppressive treatment at the hands of the Dutch on the island. They, therefore, requested the Viceroy to address the Waiwupu on their behalf to secure the appointment of a Chinese Consul at the earliest opportunity. The Waiwupu, upon the receipt of the petition, has been carefully considering the request.—*Ex.*

THE *Customs Gazette, July-September 1905* shows that the revenue collected continues to be satisfactory, the comparative amounts for the third quarter of 1905 and 1904 being in Haikuan taels:

	1905.	1904.
Chinese Ports	8,619,623	7,989,271
Kowloon and Lappa	188,147	160,943
Lungchow, Mengtze, Szemao, and Tengyueh	48,898	59,161
Total	8,886,668	8,209,375

IN the Hongkong Consistory No. 11, A.A.S.R. The following Ill. Companions have been elected as office-bearers for the year 1906.

Grand Commander,	Ill. Comp. T. Spafford,	30 ⁂
" Orator,	" H. B. Bridger,	"
" Senior Warden,	" F. Howell,	"
" Junior "	" C. Flitock,	"
" Secretary & Treasurer,	" C. F. Focken,	"
" Master of Ceremonies,	" Tang Chee,	"
" Chancellor,	" J. Smith,	"
" Chaplain,	" W. Farmer,	"
" Master of Works,	" J. W. Osborne,	"
1st Standard Bearer,	" W. A. Allen,	"
and " "	" J. Lemm,	"
Grand Director of Music,	" W. M. Everall,	"
" Aide-De-Camp.	" C. Lesbirel,	"
" Inner Guard,	" E. R. Udall,	"
Past Commander,	" G. A. Watkins,	33 ⁂
Janitor,	Comp. J. Vanstone.	

THE *Observer* confirms that the British Government do not intend to give Wei-hai-wei up. They have resolved to maintain it as a flying naval base and sanatorium for the Chinese Squadron; but the station will be fortified only in the event of a future emergency requiring that course. When Port Arthur fell no definite reply as to the Government intention could be obtained in the House of Commons, and in Wei-hai-wei the greatest anxiety was entertained as to the future. A well-known local gentleman appealed to Mr. J. H. Stewart Lockhart, the Commissioner, for definite information, and Mr. Lockhart referred the question to the Home Government. Mr. Lyttleton wrote to the Commissioner stating that the Government "do not consider that the British tenure of Wei-hai-wei was affected by the result of the operations in the Far East."

AN amusing incident happened the other day at a club which had hospitably thrown open its doors to two other clubs. A certain well-known officer in the Brigade of Guards was guilty of the offence of smoking in the morning-room. As a matter of fact, he was under the impression that it was the smoking-room. A brother officer told him of his mistake. He went up to the only other occupant of the room—an old gentleman dozing in a corner—and apologised for having inadvertently broken one of the rules of the club. The old gentleman replied, without haste, as follows:—"My dear sir, pray do not apologise. In the first place, I am sure you would not have smoked had you known that it was prohibited; in the second, I should be the last person to blame you, if you had done so; in the third, I am not a member of the club; and in the fourth, I have just been smoking myself."

THE TELEPHONE CABLE.

ALLEGATIONS AGAINST S. S. "RUBI."

In Summary Jurisdiction this morning, before His Honour, Mr. A. G. Wise, Puisne Judge, the China and Japan Electric and Telephone Company, Ld., sued the China and Manila Steamship Company, Ld., for the recovery of the sum of $1,000, being the amount of damages sustained by the plaintiff company by the breaking of their submarine cable in the harbour, by the defendant company's s.s. *Rubi*.

Mr. E. H. Sharp, K.C., instructed by Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff company, and Mr. H. E. Pollock, K.C., instructed by Mr. F. V. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the defendant company.

The following special jury were impannelled: Messrs. Lawrence Gibbs (foreman), T. F. Hough, and C. H. Grace.

Mr. Sharp, in opening the case, said that the actual amount of damages sustained by the plaintiff company was $1,038.34; but they had given up $38.14 in order to bring the claim within the jurisdiction of this Court. Mr. Sharp said that on the 28th August last the s.s. *Rubi* was lying off the Kowloon Dock, and as she was under repairs, her boilers were empty, and of course she had no steam up. The typhoon signals were hoisted, and, as is the usual custom in the harbour under such conditions, as soon as the vessels riding at anchor or moored to buoys saw the signals they made for safe anchorages, behind Stonecutters' Island, and other places. Notwithstanding the conditions of the weather the *Rubi* sent for the *Robert Cooke*, the most powerful tug of the Dock Company, and had herself towed, not to a safe achorage, but to her buoy opposite the Hongkong Club. The barometer continued to fall, and the black drum was hoisted, and at 10 p.m. the typhoon gun was fired. The wind rose steadily, and other vessels continued to move to safe anchorages, and yet the *Rubi*, with empty boiler and no steam up, and therefore helpless, remained where she was instead of signalling for the *Robert Cooke* to take her away, although the latter was standing by with steam up, as usual when a typhoon is blowing about, in case her services might be required at a moment's notice. During that night the work continued on the repairs to the *Rubi's* starboard boiler, and the next morning, when the black cone and drum were hoisted, with steam only in her starboard boiler, she proceeded in the teeth of the typhoon towards Kowloon Bay, instead of requisitioning the assistance of the *Robert Cooke*, in augmentation of her own steam, as she ought to have done, her condition, empty as she was and therefore high out of the water, rendering her entirely at the mercy of the typhoon force. The *Rubi* then dropped her anchor in what is known as the "Reserved area," through which the cables of the plaintiff company [illegible] and lay there until the weather abated, and the barometer began to rise, when she hove up her anchor again to proceed back to her buoy. It was then found that the anchor had hooked one of the plaintiff company's cables, which it brought up, and that cable was either broken or cut, and freed from the anchor. The breakage was discovered by the plaintiff company later in the day and proved to be about one third of the length from its southern end, and within the Reserved area. The *Rubi's* fault, he said, lay in two points in seeking safety so late, remaining in her position so long after the other vessels had gone to safe shelters, and that having to move at last she did so with only one boiler in use, without obtaining the aid of a steam tug, having regard to the fact that that was the height of the typhoon season.

Counsel then called evidence for the plaintiff.

Mr. W. L. Carter, manager of the China and Japan Electric and Telephone Company, gave evidence as to the discovery of the breakage, and produced some of the strands to show the strain on them, and testified as to the actual cost of the repairs to the damaged cables, showing that the amount paid was considerably more than the amount now claimed.

Mr. F. G. Figg, First Assistant, Hongkong Observatory, testified to the weather prevailing at the time of the occurrence of the breaking of [illegible] that the wind was [illegible]

Mr. Webb, engineer of Messrs. McDonald and Co., stated that he would only raise his anchor in a typhoon, with half his boilers laid up, under protest as he had often done, and entered the protests in the log books. He had had 27 or 28 years' experience.

Captain Christie said that he did not consider that in the condition of the *Rubi* on the 29th August she should have gone to her buoy, but to a safe anchorage, as she had no steam up, and it would have been prudent to call a tug and go to a safe anchorage. She took upon herself a great risk, the next day, in going to Kowloon Bay, without a tug. It was very imprudent, and she ought to have had herself towed inside Stonecutter's Island. Her proper course would have been to signal for the *Robert Cooke*, the most powerful tug in the Colony. Against the wind at full speed, the *Rubi* ought to have made ten knots. Cross-examined by Mr. Pollock, witness said with one boiler disabled she would scarcely make more than three knots—certainly not anything like half speed. The case was adjourned till to-morrow.

NEWS from South Celebes report progress in Boni where the submitted people have been set to work making roads. There, and in other States overrun, the people are very slow in giving up firearms, the weapons delivered being mostly damaged and out of date. Stern measures are required to bring them to book. Unhappily, the fire and sword system which proved so successful in Acheen raised such a humanitarian outcry in Holland, that the campaign in South Celebes had to be conducted in a mild fashion. The result is that the enemy have been overcome, but have not been brought under. They show every sign of only fear keeping them quiet, and of biding their time to be even with the Government.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI AFFAIR.

BRITISH GUARDS REDUCED.

[*From Our Own Correspondent.*]

Shanghai, 3rd January, 2.25 p.m.

The authorities have now reduced the guards, leaving only the men belonging to H.M.S. *Andromeda* to guard the settlement.

THE COMMISSIONERS

LEAVING FOR JAPAN.

[*From Our Own Correspondent.*]

Shanghai, 3rd January, 2.25 p.m.

The Chinese Commissioners are leaving for Japan on Sunday, the 7th inst.

FORCING TRADE.

RUSSIANS IN MANCHURIA AND MONGOLIA.

[*From Our Own Correspondent.*]

Shanghai, 3rd January, 2.25 p.m.

It is reported in Peking that the Russians are endeavouring to carry out enterprises in Manchuria and Mongolia by means of force.

A DREAM.

[*By an ardent lover of Football.*]

I awoke with a start this morning, having dreamt that the following rules had been adopted by the Ipoh Games Sub-Committee with reference to football:—

(1.) There shall not be less than eleven Captains in a team at one time.

(2.) Under no consideration is a player [?] unless he be an opponent.

(3.) Never face the ball in a kick off.

(4.) Never lose an opportunity to foul another player even if he be one of your own side.

(5.) Always shoot at goal directly you get the ball, no matter what part of the field you may be, or whose goal it is.

(6.) Never use your head if you have your hands with you.

(7.) If you have not got your hands, your feet may be used, but under no other circumstances are the feet to be brought into play.

(8.) Always argue with the referee, never miss a chance, as it always impresses the rest of the field, that you possibly know something about the game.

(9) Always mark your man, provided he be much smaller than yourself; chase him all over the field, but Mark Him.

(10.) Continually hurl foul epithets at the referee: he thinks much more of you for doing so.

(11.) Should kick off be fixed for 5 o'clock, on no account turn up before half past.

(12.) At half time when [illegible] are brought on the ground never fail to empty the jug before the visiting team has a chance.—*Way of Life.*

AT a Regular Quarterly Communication of the District Grand Lodge of Scottish Freemasonry in Hongkong and South China, held in Freemason's Hall, Zetland Street, last week the following were elected as District Grand Lodge officers for 1906:—

District Grand Master Depute,	Mr. Bro.	F. Howell.
Substitute Grand Master,	"	J. Dickie.
District Senior Grand Warden,	"	J. I. Andrew.
" Junior Grand Warden,	"	O. A. Watkins.
" Grand Secretary,	"	H. Hornby.
" " Treasurer,	"	T. Spafford.
" Senior Grand Chaplain,	"	C. Flitock.
" Junior Grand Chaplain,	"	J. Smith.
" Senior Grand Deacon,	"	C. F. Focken.
" Junior Grand Architect,	"	W. C. Jones.
" Grand Director of Ceremonies		J. L. Cotter.
" " Sword Bearer,	"	F. J. W. Last.
" " Organist,	Bro.	C. J. Tyndale Lea.
" " Standard Bearer,	Wor. Bro.	N. K. Davidson.
" " Inner Guard,	" "	H. B. Bridger.
" " Steward,	"	A. W. Hill.
" " "	"	E. A. Chapman.
" " "	"	F. Allen.
" " "	"	A. Ritchie.
" " "	"	J. McGlashan.
" " Tyler	"	J. Vanstone.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Taiyuan*) 5th inst.
American (*Nippon Maru*) 5th inst.
Indian (*Kutsang*) 9th inst.
American (*Doric*) 10th inst.
French (*Caledonien*) 10th inst.
German (*Prinz Sigismund*) 14th inst.
Canadian (*Empress of India*) 17th inst.

The P. & A. s.s. *Numantia* arrived at Yokohama on 1st inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on 6th ult., has arrived at Genoa on Monday, at 2 p.m.

The M. M. Co.'s s.s. *Calédonien*, with the next French Mail, left Singapore on 2nd inst., at 11 p.m., for this port *via* Saigon.

The T. K. K. s.s. *Nippon Maru* sailed from Shanghai at 5 a.m., on 2nd inst., and is expected to arrive at Hongkong to-morrow, at noon.

TELEGRAMS.

[*Reuter's.*]

The Revolution in Russia.

BACK BROKEN.

LONDON, 1st January.

The collapse in Moscow has had an immediate effect in St. Petersburg, where work was resumed yesterday.

The Government is confident that the back of the revolution is broken with the collapse in Moscow.

Strike Suspended.

Later.

The council of workmen in St. Petersburg has decided to suspend the strike, and to organise a general insurrection, and in the meanwhile to initiate a reign of terror.

The Government has responded by a declaration that it will repress preparations for a revolt with the utmost rigour.

ANARCHY AT IRKUTSK.

The St. Petersburg newspapers present a terrible picture of the Siberian railway to Cheliabinsk. All the authorities have disappeared, and the soldiers and sailors have pillaged all the stations; complete anarchy reigns at Irkutsk, and military trains are proceeding without orders from the authorities.

The Russian Government, recognising that the subjugation of the Baltic provinces is a most formidable task, is preparing a winter campaign on a large scale, and troops are already entering Courland on four sides.

German Diplomatic Appointments in the Far East.

It is announced in Berlin that the German Ministers in Pekin and Tokio will exchange places.

Germany.

Later.

Lieutenant Von Moltke, a nephew of the Commander in the Franco-German war, has been appointed Chief German General of the Staff, in place of General Count de Schlieffen, retired.

SOLDIERS' CLUB FOOTBALL CHALLENGE SHIELD.

The following are the days and hours fixed for the ties of the first round Soldiers' Club Football Challenge Shield:—

Thursday, 4th instant, H.M.S. *Sutlej* v. H.M.S. *Tamar*, Naval Ground, 4.15 p.m.

Friday, 5th instant, R.A. v. H.M.S. *Diadem*, Military Ground, 3.30 p.m.

Saturday, 6th instant, R.E. v. Army Staff, Military Ground, 2.30 p.m.

Saturday, 6th instant, Naval Yard v. 2nd R.W.K. Regt., Military Ground, 4 p.m.

THE CONCLUSION OF PEACE.

SCENE AT THE EXCHANGE OF RATIFICATIONS.

A Washington despatch of November 25th, to Canadian papers, gives the following account of the final scene in connection with the restoration of peace between Russia and Japan:—

Without formality the final chapter in the bloody war between Russia and Japan was enacted in the diplomatic room of the State Department, when, at five minutes past 5 o'clock, Baron Rosen, the Russian Ambassador, and Mr. Takahira, the Japanese Minister, on behalf of their respective sovereigns, exchanged ratifications of the Treaty of Portsmouth, which was signed September 5th last. The only witnesses were Prince Kudachoff, the Secretary of the Russian Ambassador, who was with him at Tokyo when the war began, and again served as one of the official secretaries throughout the Peace Conference at Portsmouth, and Mr. Hioki, the First Secretary of the Japanese Legation. Five minutes before 4 o'clock Baron Rosen reached the Department, accompanied by Prince Kudachoff, bearing the ratification of Emperor Nicolas. Three minutes later Mr. Takahira arrived with Mr. Hioki who carried the ratification of Emperor Mutsuhito.

They met in the ante-room of the diplomatic reception room, where they shook hands cordially, and then passed into the offices of the Second Assistant Secretary of State, Mr. Adee, to whom they paid their respects, thence going into the diplomatic room. Seated about the long table, Baron Rosen and Mr. Takahira at once set to work signing the protocol of the ratifications in duplicate. While Baron Rosen was signing the Russian and French translations of the Russian ratification, Mr. Takahira was affixing his signature to the Japanese and English copies. Mr. Takahira signed with the pen he used in signing the Treaty at Portsmouth. Baron Rosen used one he found on the table especially placed there by Mr. Adee's messenger. This pen is known as an "Old Glory" pen, the handle being painted red, white and blue. Mr. Takahira preserved his pen; that used by Baron Rosen was left in the diplomatic room. Their work done, Baron Rosen and Mr. Takahira again shook hands and left the Department. The exchange of ratifications was a formality, the treaty having become effective the day it was ratified by the Russian and Japanese Emperors.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 3rd at 11.55 a. The barometer has risen over N. China and E. Japan, and fallen over S. China and Formosa.

Pressure remains low to the NE. of Japan, and the high pressure area still lies over China to the North of the Yangtze.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—moderate N. winds; fair.

HORSE RACE PONIES.

ARRIVAL OF "CRACKS."

When it was learnt that only fifty-two subscription griffins were subscribed for this year people—other than the so-called sportsmen—murmured something about the poor race meeting that was to come, the tightness of money and last, but not the least, that the Colony lacked the sporting enthusiasts that kept the track lively in years gone by.

Speaking to a "sport" one afternoon, about a week ago on this subject, he candidly informed our representative that the sporting community looked forward with great keenness to the forthcoming race meeting. He, however, mentioned that there are "budding" sports who subscribed for a griffin one year and because the animal is not placed or carry off a race do not subscribe the following year.

This morning the Indo-China steamer *Hang Sang* arrived here and was moored alongside her wharf at West Point. Seventeen racing ponies, all for private owners, were quartered on the after part of the ship. Following were the arrivals:—

A skewbald Derby griffin, which, according to open gossip, has cost quite a little fortune, is consigned to Mr. W. A. Cruickshank.

Diamond King, a grey pony, for Jardine's.

The well-known ponies Alaska and Norman King, and four Derby griffins, for Mr. Geo. Potts.

Mr. H. N. Mody has four Derby griffins and the old Hongkong ponies, Coronet Rose, La France Rose, Marchal Niel Rose, The Peacemaker, and Sunbeam.

We hear on good authority that the veteran jockey, "Chuck" Burkill, will be here after the Chinese New Year to take part in the race meeting for Geo. Potts' stable.

The well-known Chinese horse dealer, Achow, of Shanghai, arrived by the *Hang Sang*, being in charge of some of the ponies. He is an authority on China ponies and each year travels up to the breeding camp in Mongolia to select ponies for the races.

ADMIRAL TOGO'S FAREWELL TO HIS FLEET.

"TIGHTEN YOUR HELMET STRINGS WHEN THE BATTLE HAS BEEN WON."

In connection with the dissolution of the United Fleet, Admiral Togo addressed a lengthy message of thanks and exhortation to the officers and men. In the course of this communication he urges the Navy to remember that its duties are in no way less important now that the Fleet has separated. In order, he says, to make secure the position of the Empire, it is necessary to be always prepared for the worst. In this connection, the Admiral points to the Battle of the Japan Sea as a proof that victory depends rather upon the quality and discipline of the personnel than on the strength of armaments. He proceeds to contend that Japan's prospects of triumphing in any hostilities which may occur in the future rest on the preparation which are made in time of peace, and appeals to the Navy to turn the experience gained in the war to account in improving the Japanese fleet, and thus enhancing the status of the Empire. In conclusion, Admiral Togo urges the officers and men to bear in mind the old Japanese saying "Kaite Kabuto no O wo Shimeyo" (Draw tighter the string of your helmet when victory has been secured.)

THE RISE IN SILVER.

Washington, November 20th.

The promptness with which the Insular Government has met the situation created by the rapid advance in the price of silver has attracted the favourable attention of financiers throughout the world. Uneasiness has been put at rest as a result of the prohibition of the exportation of the silver peso and renewed confidence in the stability of Philippine securities is reflected by the quotations on their issues.

It is believed in Washington that the price of silver will continue to advance not alone because of the increased demand for the metal throughout the world, but because of the relative depreciation of gold occasioned by the immense output in recent years.

J. Selwin Tait, manager of the Washington branch of the International Banking Corporation, fiscal anents for the islands, in commenting upon the move, said last night.

The price of silver to-day is 29 11-16 pence an ounce. This, with exchange at 4.86 1-2, makes an ounce of silver worth 65 8-10 cents. When silver is worth 64 1-10 cents an ounce in New York, the intrinsic and face value of the Philippine peso are identical. At the present price of silver it would pay to export the Philippine peso and melt and sell it as bullion. This will explain the prompt action of the Philippine Commission in passing a measure to prohibit the exportation of the silver.

"In my opinion, there are no more prompt and capable men to be found anywhere than those responsible for the conduct of insular affairs, both here and in the Philippines, and they can be relied upon to handle the situation to the best advantage.

"The effect of this action may not be felt in the Philippines alone. It concerns the money market of the world. For instance, Mexico, which has ten times as much silver as the Philippines, practically is on the same basis. A similar demand may, therefore, be made on Mexican money, and the same stringency in the currency of that country may be threatened. Panama is not on the same basis and will not be troubled by any abnormal demand for its coinage. The Philippine dollar contains 416 grains, 9-10 fine, and the Panama dollar contains only 385 8-10 grains, 9-10 fine. The value of the Panama coin would have to go up 4 cents an ounce before the danger of exportation of coin would be great in that country.

NOT GOING INTO ARTS.

"Several causes have been suggested for the appreciating price of silver in the Philippines and the demand for it. It has been suggested that the excessive use of silver in the fine arts is causing the exportation, and also the moving of troops in Manchuria.

"I do not think there is anything in the fine arts theory. There may be something in the Manchuria suggestion, because there is little currency there. The discussed placing of China among the nations having a silver coinage of their own may have something to do with it also, because of the great demand for silver that would ensue.

"But I think the most potent cause is the extraordinary output of gold, which causes a depreciation in that metal and a corresponding appreciation in the price of silver to rise, but also the prices of other commodities as well. The balance will be adjusted probably, by the opening up of the old silver mines again, bringing about a vast output of that metal also. —*Cablenews.*

TERRIBLE TALE OF THE SEA.

SEVEN MEN ON A RAFT.

TWO SURVIVORS.

The White Star steamer *Baltic*, from New York, which arrived at London on October 27, brought a most distressing tale of shipwreck told by the two survivors of the crew of eight persons of the schooner, *Van Name King*, who were picked up by the schooner *S. F. Kelly* after having lived through five days of fearful suffering on a raft. During that time they had witnessed the deaths of their shipmates, some being washed away by the seas, some dying of exposure, and some going mad, and hurling themselves into the sea.

According to the story of the survivors the *Van Name King* on which they had shipped as seaman set out, from Charleston on October 1, with hard pine, bound for New York. She encountered a gale two days later, and within a few hours it had carried away the canvas, flooded the hold, and choked the pumps. The men passed the night

LASHED TO THE RIGGING,

the bulwarks, and the top of the deck-house. The long night passed, and next morning found the schooner on her beam ends. The crew took refuge on the weather rail, and held on as best they could. The storm increased in fury as night came on again, and one great wave crashed aboard, breaking both legs of a seaman named Arthur, and sweeping another named Grizell into the sea.

It was apparent that the wreck would soon become untenable, and the half-starved, almost exhausted crew set about fashioning a raft. They took the top of the deck-house, buoyed it with timbers from the cargo, launched it, and, dropping into it, cut the line that held it under the lee quarter, and in another moment were

SWEPT FAR TO LEEWARD

by the running seas. Seaman Arthur died in the arms of Captain Maxwell that night, and to relieve the overloaded raft his body was dropped into the sea.

The gale continued, and the men held on with enfeebled strength until Sunday, when the storm abated. The day also brought a ray of hope in the shape of a distant sail, but it passed out of sight. The mind of the mate, E. A. Chase, became unhinged as he saw the sail disappear, and rising from his cramped position on the raft he flung himself in the sea. The next victim was Captain Maxwell, who on the Monday forenoon became violently insane. He had illusions that his father was coming in a boat to rescue him, and then, as if directing the boat alongside, he

STEPPED INTO THE SEA.

The spectacle of two men throwing themselves into the sea proved too much for the engineer, and a few hours after Captain Maxwell's death the raft was lightened for the fourth time, when the crazed engineer jumped into the waves. The last victim was the steward, who died on the raft late on Monday night and whose body was dropped overboard by the two remaining seamen. Relief came twelve hours later, when the schooner bound for Boston sighted the raft and hove alongside.

Both Thomas and Warner had to be taken off in slings, and for two days they were unable to move. The rescue took place off Cape Lookout, in latitude 33.10 and longitude 76.30.

PARTNERSHIPS REGISTRATION.

SINGAPORE CHAMBER OF COMMERCE CRITICIZED.

We take the following editorial comments from the *Singapore Free Press* of 20th ult.:—

We do not think that it can be a matter for other than sincere regret, that the Chamber of Commerce yesterday afternoon passed a vote opposing the Registration of Partnerships Bill, now before Council. It may perhaps be noted, before making any further remarks, that little weight can be attached to the resolution in any case, since less than half the firms who are members of the Chamber voted on that resolution, but at the same time it is a matter for regret to our mind, that the attitude of opposition has been fathered by men to whom we are accustomed to look for a far broader view on matters of general policy, than is represented by yesterday's discussion. We now know that the majority of the Committee opposed the Bill on the principle, and not on the details, and in so doing we are convinced they have acted in error. It is perhaps rather wearying to go back over the history of the Bill, but we do not think it would be wrong to state that the principle of the Bill was first suggested, and subsequently confirmed, by the Chamber itself although it has on the other hand several times opposed details. The Chamber now goes back absolutely on the principle. There were two main speeches delivered, those of Mr. Shelford against the Bill, and of the Hon. G. S. Murray in favour of the principle. In regard to the others who spoke against, we are bound to record a feeling of decided distaste for the remarks of Mr. Barker. The tone of his speech is bound to lower the estimation of Government in the eyes of the natives here. As Englishmen we are able to value the remarks for what they are worth and laugh at them, but the native traders will accept them as the serious views of a merchant with whom they are accustomed to do business, and they may do untold harm. Making such statement as "The Government is always wanting to put its finger into the mercantile pot, and they ought to learn to keep them out," destroys all the value of the speech, and is not a method to be applauded. The Hon. W. P. Waddell, Mr. Ewald and Mr. MacArthur all supported the resolution in temperate language. Mr. Shelford made a good fighting speech from the point of view of a section of the mercantile class, and the Hon. G. S. Murray replied on grounds of much wider scope.

It is difficult to do otherwise than hold to the opinion that this is essentially a matter on which the community should take a broad view. It is possible the measure, even if amended, may cause some hardship on merchants,—though we believe that could be avoided,—but the Bill is sound in principle as a good law, and merchants who oppose it cannot be cleared from the charge of selfishness. They look at this Bill entirely from their own point of view. This may be excellent policy in their eyes, but it might be worth remarking that the merchants do not constitute either Singapore or the Colony, and the Empire would not severely suffer if they did not exist. The opposers have run away with the idea that because they are perhaps the best class to offer expert advice on the details of the Bill, they are necessarily the best class to judge of its general effect on the life of the Colony. In this we hold them wrong, and we resolutely support the Hon. G. S. Murray and the Penang Chamber in the idea that the Bill is one of absolutely sound principle which is bound to have a beneficial action on the commercial life of the Colony. In the speeches made yesterday, the Official Assignee became a sort of King Charles's head, the speakers could not get away from the title. The Assignee has, as in duty bound, recorded time after time his opinion that registration would be a good thing, but his opinion in this matter is quite secondary, and we take it has not inspired Government to introduce the Bill.

We repeat the Chamber have from time to time approved the principle of the Bill; Government officials have supported the principle, Penang Chamber of Commerce has declared itself in favour almost unanimously, a large body of public opinion outside the merchants is in favour of it, and of the fifty odd members of the Singapore Chamber nineteen only could be found to vote against it. Can it be truly said that there is in the Colony an opposing public opinion of anything like the same weight as that in favour?

COMMERCIAL.

SHARE LIST.

3.30 p.m.

Following are the alterations notified by Messrs. Benjamin, Kelly and Potts to-day:—

Hongkong Banks	$885 b.
China Traders	87 b.
Ewo Cotton	Tls. 42

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2 0
Do demand	2 0 11/16
Do 4 months' sight	2 1
France—Bank T.T.	2.57½
America—Bank T.T.	49½
Germany—Bank T.T.	2.09½
India T.T.	152½
Do. demand	153½
Shanghai—Bank T.T.	71½ nom.
Singapore T.T.	8¼ % prem.
Japan—Bank T.T.	99½
Java—Bank T.T.	123½

Buying.

4 months' sight L/C.	2'1½
6 months' sight L/C.	2/1½
30 days' sight San Francisco & New York	50½
4 months' sight do.	51½
30 days' sight Sydney and Melbourne	2/1½
4 months' sight Francs	2.62½
6 months' sight. "	2.64
4 months' sight Germany	2.15
Bar Silver	30 1/16
Bank of England rate	4 %
Sovereign	9.86

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 24th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd January, 1906. [79

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIEN,"

Captain ——, will be despatched as above, on or about TUESDAY, the 9th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd January, 1906. [1

To-day's Advertisements.

PUBLIC LECTURE.

MR. OLIVER BAINBRIDGE, F.S.A., F.R.G.S., has kindly consented to deliver a Lecture on "NATIVE LIFE AND CUSTOMS IN SOUTHERN SEAS," at the St. Andrew's Hall, City Hall,

TO-MORROW,
(THURSDAY), the 4th January, 1906,
commencing punctually at 5 P.M.

His Excellency the Governor will kindly take the chair.

The public are invited.

H. E. POLLOCK,
Hon. Secretary,
Hongkong Old Volumes Society.

Hongkong, 3rd January, 1906. [82

NOTICE.

MR. GEORGE ARTHUR RICHARDSON was admitted a PARTNER in our Firm on the 1st instant.

BRADLEY AND COMPANY,
Swatow, Hongkong, Shanghai.

Hongkong, 3rd January, 1906. [83

THEATRE ROYAL,

CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"THE NEW BOY,"

A Farcical Play in 3 Acts,
By ARTHUR LAW,
will be produced on

FRIDAY, 12th January, 1906,
SATURDAY, 13th " "
MONDAY, 15th " "

Prices ... ... $3, $2 and $1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO.

Open on and after MONDAY, 8th January, from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOTE,
Business Manager.

Hongkong, 3rd January, 1906. [84

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 6th January, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

NEW DOUBLE BRASS BEDSTEADS, a quantity of CANTON BLACKWOOD WARE, CARPETS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, E.-P., GLASS and CROCKERY WARE, &c., &c., &c.;

ALSO

An Assortment of ENGRAVINGS;

AND

One EADIE FREE WHEEL and COASTER BRAKE GENT'S BICYCLE with BELL, LAMP and PUMP complete and in very good condition.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd January, 1906. [85

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"RHENANIA,"

Captain Fürck, will be despatched for the above Ports, on FRIDAY, the 5th January, at Noon.

The Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd January, 1906 [86

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship

"INDRAMAYO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd January, 1906. [81

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 5th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 3rd January, 1906. [80

Intimations.

Special Opportunity

AT THE

ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT.

ATTACH AN

APOLLO PIANOLA

AND ALL MUSIC IS AT YOUR COMMAND.

A CONCERT OR DANCE PROGRAMME AT A MOMENT'S NOTICE.

$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS' PIANOS

$550, formerly $670.

JUST UNPACKED

IN NEW STORE,

BECHSTEIN,
STEINWAY
KRAUSS,
HAAKE,
RACHALS,
WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 15th December, 1906 [38

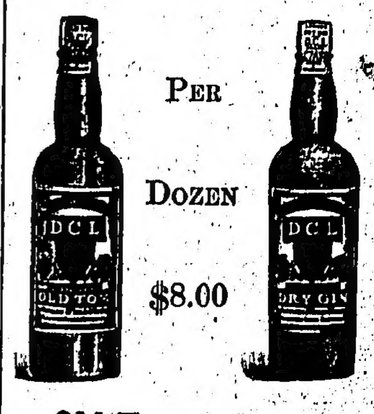
Trade Mark

TELEPHONE NO. 135.

THE DISTILLERS COMPANY LIMITED,

Edinburgh, Glasgow, London.

GINS



PER DOZEN $8.00

Old Tom and Dry.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th December, 1905. [4

TELEGRAMS.

[Reuter's.]

The Revolution in Russia.

BACK BROKEN.

LONDON, 1st January.

The collapse in Moscow has had an immediate effect in St. Petersburg, where work was resumed yesterday.

The Government is confident that the back of the revolution is broken with the collapse in Moscow.

Strike Suspended.

Later.

The council of workmen in St. Petersburg has decided to suspend the strike, and to organise a general insurrection; and in the meanwhile to initiate a reign of terror.

The Government has responded by a declaration that it will repress preparations for a revolt with the utmost rigour.

ANARCHY AT IRKUTSK.

The St. Petersburg newspapers present a terrible picture of the Siberian railway to Cheliabinsk. All the authorities have disappeared, and the soldiers and sailors have pillaged all the stations; complete anarchy reigns at Irkutsk, and military trains are proceeding without orders from the authorities.

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Germany.

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Without formality the final chapter in the bloody war between Russia and Japan was enacted in the diplomatic room of the State Department, when, at five minutes past 5 o'clock, Baron Rosen, the Russian Ambassador, and Mr. Takahira, the Japanese Minister, on behalf of their respective sovereigns, exchanged ratifications of the Treaty of Portsmouth, which was signed September 5th last. The only witnesses were Prince Kudachoff, the Secretary of the Russian Ambassador, who was with him at Tokyo when the war began, and again served as one of the official secretaries throughout the Peace Conference at Portsmouth, and Mr. Hioki, the First Secretary of the Japanese Legation. Five minutes before 4 o'clock Baron Rosen reached the Department, accompanied by Prince Kudachoff bearing the ratification of Emperor Nicolas. Three minutes later Mr. Takahira arrived with Mr. Hioki who carried the ratification of Emperor Mutsuhito.

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MORE RACE PONIES.

ARRIVAL OF "CRACKS."

When it was learnt that only fifty-two subscription griffins were subscribed for this year people—other than the so-called sportsmen—murmured something about the poor race meeting that was to come, the tightness of money and, last, but not the least, that the Colony lacked the sporting enthusiasts that kept the track lively in years gone by.

Speaking to a "sport" one afternoon, about a week ago on this subject, he candidly informed our representative that the sporting community looked forward with great keenness to the forthcoming race meeting. He, however, mentioned that there are "budding" sports who subscribed for a griffin one year and because the animal is not placed or carry off a race do not subscribe the following year.

This morning the Indo-China steamer *Hang Sang* arrived here and was moored alongside her wharf at West Point. Seventeen racing ponies, all for private owners, were quartered on the after part of the ship. Following were the arrivals:—

A skewbald Derby griffin, which, according to open gossip, has cost quite a little fortune, is consigned to Mr. W. A. Cruickshank.

Diamond King, a grey pony, for Jardine's.

The well-known ponies Alaska and Norman King, and four Derby griffins, for Mr. Geo. Potts.

Mr. H. Nissody has four Derby griffins and the old Hongkong ponies, Coronet Rose, La France Rose, Marchal Niel Rose, The Peacemaker, and Sunbeam.

We hear on good authority that the veteran jockey, "Chuck" Burkill, will be here after the Chinese New Year to take part in the race meeting for Geo. Potts' stable.

The well-known Chinese horse dealer, Achow, of Shanghai, arrived by the *Hang Sang*, being in charge of some of the ponies. He is an authority on China ponies and each year travels up to the breeding camp in Mongolia to select ponies for the races.

ADMIRAL TOGO'S FAREWELL TO HIS FLEET.

"TIGHTEN YOUR HELMET STRINGS WHEN THE BATTLE HAS BEEN WON."

In connection with the dissolution of the United Fleet, Admiral Togo addressed a lengthy message of thanks and exhortation to the officers and men. In the course of this communication he urges the Navy to remember that its duties are in no way less important now that the Fleet has separated. In order, he says, to make secure the position of the Empire, it is necessary to be always prepared for the worst. In this connection, the Admiral points to the Battle of the Japan Sea as a proof that victory depends rather upon the quality and discipline of the personnel than on the strength of armaments. He proceeds to contend that Japan's prospects of triumphing in any hostilities which may occur in the future rest on the preparation which are made in time of peace, and appeals to the Navy to turn the experience gained in the war to account in improving the Japanese fleet, and thus enhancing the status of the Empire. In conclusion, Admiral Togo urges the officers and men to bear in mind the old Japanese saying "Katte Kabuto no O wo Shimeyo" (Draw tighter the string of your helmet when victory has been secured.)

THE RISE IN SILVER.

Washington, November 20th.

The promptness with which the Insular Government has met the situation created by the rapid advance in the price of silver has attracted the favourable attention of financiers throughout the world. Uneasiness has been put at rest as a result of the prohibition of the exportation of the silver peso and renewed confidence in the stability of Philippine securities is reflected by the quotations on their issues.

It is believed in Washington that the price of silver will continue to advance not alone because of the increased demand for the metal throughout the world, but because of relative depreciation of gold [illegible] mense output in recent years.

J. Selwin Tait, manager of the Washington branch of the International Banking Corporation, fiscal anents for the islands, in commenting upon the move, said last night.

The price of silver to-day is 29 11-16 pence an ounce. This, with exchange at 4.86 1-2, makes an ounce of silver worth 65 8-10 cents. When silver is worth 64 1-10 cents an ounce in New York, the intrinsic and face value of the Philippine peso are identical. At the present price of silver it would pay to export the Philippine peso and melt and sell it as bullion. This will explain the prompt action of the Philippine Commission in passing a measure to prohibit the exportation of the silver.

"In my opinion, there are no more prompt and capable men to be found anywhere than those responsible for the conduct of insular affairs, both here and in the Philippines, and they can be relied upon to handle the situation to the best advantage.

"The effect of this action may not be felt in the Philippines alone. It concerns the money market of the world. For instance, Mexico, which has ten times as much silver as the Philippines, practically is on the same basis. A similar demand may, therefore, be made on Mexican money, and the same stringency in the currency of that country may be threatened. Panama is not on the same basis and will not be troubled by any abnormal demand for its coinage. The Philippine dollar contains 416 grains, 9-10 fine, and the Panama dollar contains only 385 8-10 grains, 9-10 fine. The value of the Panama coin would have to go up 4 cents an ounce before the danger of exportation of coin would be great in that country.

NOT GOING INTO ARTS.

Several causes have been suggested for the recent rise of silver in the Philippines and the demand for it. It has been suggested that the excessive use of silver in the fine arts is causing the exportation, and also the moving of troops in Manchuria.

"I do not think there is anything in the fine arts theory. There may be something in the Manchuria suggestion, because there is little currency there. The discussed placing of China among the nations having a silver coinage of their own may have something to do with it also, because of the great demand for silver that would ensue.

"But I think the most potent cause is the extraordinary output of gold, which causes a depreciation in that metal and a corresponding appreciation in the price of silver to rise, but also the prices of other commodities as well. The balance will be adjusted probably by the opening up of the old silver mines again, bringing about a vast output of that metal also.—*Cablenews.*

TERRIBLE TALE OF THE SEA.

SEVEN MEN ON A RAFT.

TWO SURVIVORS.

The White Star steamer *Baltic*, from New York, which arrived at London on October 27, brought a most distressing tale of shipwreck told by the two survivors of the crew of eight persons of the schooner, *Van Name King*, who were picked up by the schooner *S. F. Kelly* after having lived through five days of fearful suffering on a raft. During that time they had witnessed the deaths of their shipmates, some being washed away by the seas, some dying of exposure, and some going mad, and hurling themselves into the sea.

According to the story of the survivors the *Van Name King* on which they had shipped as seaman set out, from Charleston on October [illegible], with hard pine, bound for New York. She encountered a gale two days later, and within a few hours it had carried away the canvas, flooded the hold, and choked the pumps. The men passed the night

LASHED TO THE RIGGING,

the bulwarks, and the top of the deck-house. The long night passed, and next morning found the schooner on her beam ends. The crew took refuge on the weather rail, and held on as best they could. The storm increased in fury as night came on again, and one great wave crashed aboard, breaking both legs of a seaman named Arthur, and sweeping another named Grizell into the sea.

It was apparent that the wreck would soon become untenable, and the half-starved, almost exhausted crew set about fashioning a raft. They took the top of the deck-house, buoyed it with timbers from the cargo, launched it, and, dropping into it, cut the line that held it under the lee quarter, and in another moment were

SWEPT FAR TO LEEWARD

by the running seas. Seaman Arthur died in the arms of Captain Maxwell that night, and to relieve the overloaded raft his body was dropped into the sea.

The gale continued, and the men held on with enfeebled strength until Sunday, when the storm abated. The day also brought a ray of hope in the shape of a distant sail, but it passed out of sight. The mind of the mate, E. A. Chase, became unhinged as he saw the sail disappear, and rising from his cramped position on the raft he flung himself in the sea. The next victim was Captain Maxwell, who on the Monday forenoon became violently insane. He had illusions that his father was coming in a boat to rescue him, and then, as if directing the boat alongside, he

STEPPED INTO THE SEA.

The spectacle of two men throwing themselves into the sea proved too much for the engineer, and a few hours after Captain Maxwell's death the raft was lightened for the fourth time, when the crazed engineer jumped into the waves. The last victim was the steward, who died on the raft late on Monday night and whose body was dropped overboard by the two remaining seamen. Relief came twelve hours later, when the schooner bound for Boston sighted the raft and hove alongside.

Beth Thomas and Warner had to be taken off in slings, and for two days they were unable to move. The rescue took place off Cape Lookout, in latitude 33.10 and longitude 76.30.

PARTNERSHIPS REGISTRATION.

SINGAPORE CHAMBER OF COMMERCE CRITICIZED.

We take the following editorial comments from the *Singapore Free Press* of 20th ult.:—

We do not think that it can be a matter for other than sincere regret, that the Chamber of Commerce yesterday afternoon passed a vote opposing the Registration of Partnerships Bill, now before Council. It may perhaps be noted, before making any further remarks, that little weight can be attached to the resolution in any case, since less than half the firms who are members of the Chamber voted on that resolution, but at the same time it is a matter for regret to our mind, that the attitude of opposition has been fathered by men to whom we are accustomed to look for a far broader view on matters of general policy, than is represented by yesterday's discussion. We now know that the majority of the Committee opposed the Bill on the principle, and not on the details, and in so doing we are convinced they have acted in error. It is perhaps rather wearying to go back over the history of the Bill, but we do not think it would be wrong to state that the principle of the Bill was first suggested, and subsequently confirmed, by the Chamber itself although it has on the other hand several times opposed details. The Chamber now goes back absolutely on the principle. There were two main speeches delivered, those of Mr. Shelford against the Bill, and of the Hon. G. S. Murray in favour of the principle. In regard to the others who spoke against, we are bound to record a feeling of decided distaste for the remarks of Mr. Barker. The tone of his speech is bound to lower the estimation of Government in the eyes of the native community. As Englishmen we are able to value the remarks for what they are worth and laugh at them, but the native traders will accept them as the serious views of a merchant with whom they are accustomed to do business, and they may do untold harm. Making such statement as "The Government is always wanting to put its finger into the mercantile pot, and they ought to learn to keep them out," destroys all the value of the speech, and is not a method to be applauded. The Hon. W. P. Waddell, Mr. Ewald and Mr. MacArthur all supported the resolution in temperate language. Mr. Shelford made a good fighting speech from the point of view of a section of the mercantile class, and the Hon. G. S. Murray replied on grounds of much wider scope.

It is difficult to do otherwise than hold to the opinion that this is essentially a matter on which the community should take a broad view. It is possible the measure, even if amended, may cause some hardship on merchants,—though we believe that could be avoided,—but the Bill is sound in principle as a good law, and merchants who oppose it cannot be cleared from the charge of selfishness. They look at this Bill entirely from their own point of view. This may be excellent policy in their eyes, but it might be worth remarking that the merchants do not constitute either Singapore or the Colony, and the Empire would not severely suffer if they did not exist. The opposers have run away with the idea that because they are perhaps the best class to offer expert advice on the details of the Bill, they are necessarily the best class to judge of its general effect on the life of the Colony. In this we hold them wrong, and we resolutely support the Hon. G. S. Murray and the Penang Chamber in the idea that the Bill is one of absolutely sound principle which is bound to have a beneficial action on the commercial life of the Colony. In the speeches made yesterday, the Official Assignee became a sort of King Charles's head, the speakers could not get away from the title. The Assignee has, as in duty bound, recorded time after time his opinion that registration would be a good thing, but his opinion in this matter is quite secondary, and we take it has not inspired Government to introduce the Bill.

We repeat the Chamber have from time to time approved the principle of the Bill, Government officials have supported the principle, Penang Chamber of Commerce has declared itself in favour almost unanimously, a large body of public opinion outside the merchants is in favour of it, and of the fifty odd members of the Singapore Chamber nineteen only could be found to vote against it. Can it be truly said that there is in the Colony an opposing public opinion of anything like the same weight as that in favour?

COMMERCIAL.

SHARE LIST.

3.30 p.m.

Following are the alterations notified by Messrs. Benjamin, Kelly and Potts to-day:—

Hongkong Banks	$885 b.
China Traders	87 b.
Ewo Cotton [illegible]	Tls. 42

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/0
Do. demand	2 0 11/16
Do. 4 months' sight	2 1
France—Bank T.T.	2.57
America—Bank T.T.	49
Germany—Bank T.T.	2.09
India T.T.	152
Do. demand	153
Shanghai—Bank T.T.	71½ nom.
Singapore T.T.	8⅛ % prem.
Japan—Bank T.T.	99
Java—Bank T.T.	125

Buying.

4 months' sight L/C.	2/1½
6 months' sight L/C.	2/1½
30 days' sight San Francisco & New York	50
4 months' sight do.	51
30 days' sight Sydney and Melbourne	2/1
4 months' sight France	2.62
6 months' sight "	2.64
4 months' sight Germany	2.15
Bar Silver	30 7/16
Bank of England rate	4 %
Sovereign	9.86

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 24th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd January, 1906. [79

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIEN,"

Captain ——, will be despatched as above, on or about TUESDAY, the 9th instant.

For Freight or Passage, apply to

G. DE CHAMPLAIN,

Hongkong, 3rd January, 1906.

To-day's Advertisements.

PUBLIC LECTURE.

MR. OLIVER BAINBRIDGE, F.S.A., F.R.G.S., has kindly consented to deliver a Lecture on "NATIVE LIFE AND CUSTOMS IN SOUTHERN SEAS," at the St. Andrew's Hall, City Hall,

TO-MORROW,

(THURSDAY), the 4th January, 1906, commencing punctually at 5 P.M.

His Excellency the Governor will kindly take the chair.

The public are invited.

H. E. POLLOCK,
Hon. Secretary,
Hongkong Old Volumes Society.

Hongkong, 3rd January, 1906. [82

NOTICE.

MR. GEORGE ARTHUR RICHARDSON was admitted a PARTNER in our Firm on the 1st instant.

BRADLEY AND COMPANY,
Swatow, Hongkong, Shanghai.

Hongkong, 3rd January, 1906. [83

THEATRE ROYAL,

CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"THE NEW BOY,"

A Farcical Play in 3 Acts,
By ARTHUR LAW,
will be produced on

FRIDAY, 12th January, 1906.
SATURDAY, 13th " "
MONDAY, 15th " "

Prices ... ... $3, $2 and $1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO. Open on and after MONDAY, 8th January, from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOTE,
Business Manager.

Hongkong, 3rd January, 1906. [84

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 6th January, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

NEW DOUBLE BRASS BEDSTEADS, a quantity of CANTON BLACKWOOD WARE, CARPETS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, E.-P., GLASS and CROCKERY WARE, &c., &c., &c.;

ALSO

An Assortment of ENGRAVINGS;

AND

One EADIE FREE WHEEL and COASTER BRAKE GENT.'S BICYCLE with BELL, LAMP and PUMP complete and in very good condition.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd January, 1906. [85

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"RHENANIA,"

Captain Förck, will be despatched for the above Ports, on FRIDAY, the 5th January, at Noon.

The Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd January, 1906. [86

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship

"INDRAMAYO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd January, 1906. [81

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 5th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be [illegible] on application.

DAVID SASSOON & COMPANY, LIMITED.

Hongkong, 3rd January, 1906.

Intimations.

Special Opportunity

AT THE

ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT.

ATTACH AN

APOLLO PIANOLA

AND ALL MUSIC IS AT YOUR COMMAND.

A CONCERT OR DANCE PROGRAMME AT MOMENT'S NOTICE.

$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS' PIANOS

$550, formerly $670.

JUST UNPACKED IN NEW STORE,

BECHSTEIN,
STEINWAY,
KRAUSS,
HAAKE,
RACHALS,
WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 15th December, 1906 [38

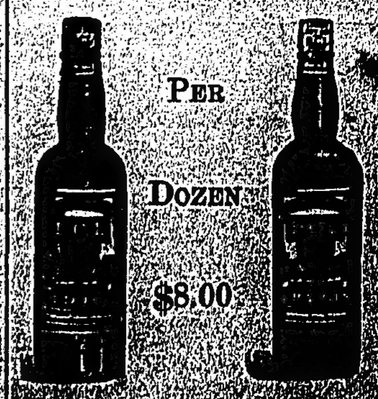
Trade Mark

TELEPHONE No. 135.

THE DISTILLERS COMPANY LIMITED,

Edinburgh, Glasgow, London.

GINS



PER DOZEN

$8.00

Old Tom and Dry

SOLE AGENTS—

H. PRICE & CO.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"SAINT BEDE"	4th January.
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

HOMEWARD.

For	Steamers	To sail
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
*GENOA, MARSEILLES & LPOOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
*GENOA, MARSEILLES & LPOOL	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

*Taking Cargo for Liverpool at London Rates.

TRANS PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamer	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *via* NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd January, 1906. [3

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
SHANGHAI	"CHANGCHOW" †	5th January.
CHEFOO	"SHANSI"	5th "
SHANGHAI	"HANYANG" †	5th "
MANILA	"TAMING" *	9th "
YOKOHAMA and KOBE	"TAIYUAN"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"CHINGTU" * ‡	16th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd January, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 6th Jan.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th Jan.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th December, 1905. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905. [8

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL,
KOWLOON
Cable Address—"Chop" J. W. OSBORNE.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 3.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half-Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 2nd January, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905. [18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY,

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,606	E. V. Roberts	23rd Jan.
*Hyades**	3,753	Geo. Wright	——
Tremont	9,600	T. W. Garlick	——
*Lyra**	4,417	G. V. Williams	——

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED
General Agents.

Queen's Buildings.
Hongkong, 29th December, 1905. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ATHOLL"	12th January.
"PATHAN"	23rd January.
"ST. GEORGE"	to follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd January, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	*HINSANG* †	THURSDAY, 4th Jan., 3 P.M.
MANILA	*YUENSANG* *	FRIDAY, 5th Jan., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG* *	SATURDAY, 6th Jan., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtsze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd January, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	January 7th, 1906.
"ARABIA"	4,483	Meixenthin	January 31st, "
"ARAGONIA"	5,198	Ernst	——
"NICOMEDIA"	4,370	Wagemann	——

The S.S. "Numantia" arrived at Yokohama on the 1st instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

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"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLENTURRET,"

Captain R. Webster, will be despatched as above on or about TUESDAY, the 16th January.

For Freight or Passage, apply to

McGREGOR BROS. & COWEN,
Agents.

Hongkong, 28th December, 1905. [1293—G

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR
MARSEILLES, HAVRE, ANTWERP
(DIRECT),
Taking Cargo to LONDON with prompt transhipment at Marseilles,
Calling at MANILA, SINGAPORE, PENANG and COLOMBO.

THE Company's Steamship

"KOUANG SI,"

Captain Bérthon, will be despatched as above on or about the 5th February, 1906.

This Steamer has Accommodation for Passengers and carries a duly qualified Doctor.

For Information as to Passage and Freight apply to

G. PH. CHAMPEAUX,
Agent.

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above Port, on or about TUESDAY, the 16th January, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st November, 1905. [1144—F

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, Dresses, and all kinds of Embroidery.

Materials can be supplied if required.

The Sisters will also be [illegible]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *India*.
From Australia, *ex* S.S. *Marmora*.
From Calcutta, *ex* S.S. *Caledonia*.
From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at appointed hour.

All Claims must be presented within days of the steamer's arrival here after date they cannot be recognised.

No Claims will be admitted after Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th December, 1905. [4

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ALESIA,"

Captain Lüning, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of the goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th January, 1906 will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th January, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Head Office.

Hongkong, 30th December, 1905. [1305—O

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd January, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 28th December, 1905. [1295—B

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZIBENGHLA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 29th instant, will be landed at Consignees' risk and expense.

This Vessel brings on Cargo ex *Gwalior* and *Tara*, from Madras and Pondicherry.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

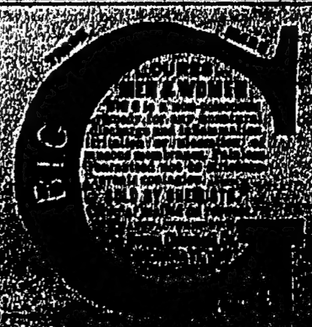
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th December, 1905. [1301—C

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

CELTIC CHIEF, British ship, Captain John Jones.—Standard Oil Co.



Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or [illegible]

[illegible] cial feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the [illegible] should reach the *Hongkong Telegraph* Office [illegible] than [illegible] noon of the day they are intended [illegible]

Unless otherwise specified all [illegible] will be repeated and charged [illegible] until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions under [illegible]

PROGRAMMES.
PAMPHLETS.
CARDS.
CIRCULARS.
PAPERS.

All job printing is done under [illegible] supervision, well turned out, [illegible] and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 9th January, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Nera* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *POLYNESIEN*.....23rd January.
S.S. *CALEDONIEN* ..... 6th February.
S.S. *SALAZIE* .....20th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th December, 1905. [11

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain C. H. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th January, 1906, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 24th February, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1905. 4

COAL IN THE PHILIPPINES.

BEST IN THE ORIENT.

A test of coal from Polillo island was made at the government ice plant the other day. The test began at 8 a.m. one morning and closed at 8 a.m. the following morning. A civil government expert, a military government expert and a scientific expert representing the prospectors were present. It was a long tour of duty, but the experts and the representatives of the government remained throughout the night.

That there was coal in Polillo island has been advocated for months past. The official test proved its merits beyond a doubt. Representing the civil government was Chief Engineer O'Donovan, of the insular ice plants; representing the military government was D. N. McChesney, superintendent of the quartermaster's shops. In behalf of the company was Mr. Williams, of the scientific laboratory. Their official and scientific report will be submitted to the governor-general and the commission within the next few days.

A resumé of the results shows that in twenty-four hours the ice plant consumed 42,269 pounds of Polillo coal, or a little less than 19 tons, several tons less than the amount of Japanese or Australian coal used for the same length of time. There was only five per cent. of ash, which is seven per cent. less than the ash from other coals used in the Orient. Mr. McChesney stated that the "ash" produced by Polillo coal was without doubt an excellent blacksmith coal, the grates were coarse and the coal so combustible that had it been well burned there would have been much less ash. By "ash" in this connection is meant the carbon refuse still combustible. During the twenty-four hours the Polillo coal produced only fifty-four pounds of cinder which is one-eighth less than the amount found in either Japanese or Australian coals.

During the twenty-four hours' run of the ice plant it produced seventy-one tons of ice and sixty-five and one half tons of "refrigerating," the largest day's work done by the plant since the early days of September. Only one set of boilers was used. Chief Engineer O'Donovan said that it was about equal with any coal the plant had ever used. Tests of dry and wet steam were made, also tests of the smoke and the effect the coal would have on the flues and boilers, but these will not be known definitely until after a report has been made by the bureau of science.

The engineer who secured the coal said this morning that there was coal in Polillo island in unlimited quantities, with good harbours from which to ship the fuel, he having made a drive into the mountains between seventy and eighty feet from the outcropping to secure the coal used. As he penetrated the mountain the coal became harder.

The official report from the bureau of science is awaited with interest by both the civil and military governments, as Mr. McChesney, representing the military government, stated that he believed the coal is the best steamship fuel in the Orient.—*Manila Times.*

HEALTH IN THE TROPICS.

LECTURE BY FAMOUS LONDON PHYSICIAN.

Dr. Charles F. Harford, Principal of Livingstone College, London, physician to C. M. S., and instructor in health and outfitting, to the Royal Geographical Society, gave a lecture on the 22nd Nov. last in the Anatomical Theatre at Cambridge on "Risks to Health in the Tropics, Their relation to Imperial Expansion and Missionary Enterprise."

The lecturer showed a series of microphotographs of the various stages of the malarial parasites, and some illustrations of the anophelles, the means of conveying the parasite to human beings. He spoke of the remarkable results of anti-mosquito operations at Ismailia. Before the carrying out of anti-mosquito operations, the lowest number of cases of malaria notified in Ismailia among the employees of the Suez Canal Company amounted to 1,500 and often reached over 2,000, whilst in 1903 it suddenly dropped to 269. A communication recently received showed that in 1904 the cases had dropped to 99, whilst this year, between January 1 and the end of September, the total number of cases was only 37.

Dr. Harford then showed illustrations of other tropical parasites, and concluded by giving a series of illustrations, lent by Sir Patrick Manson, concerning the means of infection of the disease known in Egypt as Egyptian anæmia. This is conveyed by a minute worm, which can be taken into the system through the skin and eventually, after passing through the blood vessels and the lungs, finds its way into the stomach. In urging the necessity for better knowledge, the lecturer advocated the training of medical men destined for service abroad, the inclusion of some knowledge of tropical disease in the ordinary medical curriculum; also the instruction of missionaries and others going to tropical climates in at least the elements of tropical hygiene; and, eventually, the diffusion of knowledge concerning the risks to health in the tropics among the educated classes at home. He also pleaded for the teaching of tropical hygiene in the elementary schools of our tropical dependencies.

Shipping.

Arrivals.

Arratoon Apcar, Br. s.s., 2,931, E. Fey, 2nd Jan.,—Calcutta via Penang and Singapore 27th Dec., Gen.—D. S. & Co., Ld.

Reigate, Br. s.s., 2,504, F. R. Ross, 2nd Jan.,—from Newcastle, N.S.W., Coal.—M. B. S.

Patroclus, Br. s.s., 3,571, E. G. Dickens, 3rd Jan.,—Liverpool via Singapore 25th Nov., 1905, Gen.—B. & S.

Hangsang, Br. s.s., 1,356, Wilde, 3rd Jan.,—Shanghai and Swatow 30th Dec., Gen.—J., M. & Co.

Kampot, Fr. s.s., 412, Le Bail, 3rd Jan.,—Quang-chow-wan 1st Jan., Gen.—Chinese.

Indramayo, Br. s.s., 3,370, R. P. Craven, 3rd Jan.,—Singapore 26th Dec., Case Oil and Gen.—J., M. & Co.

Kwanglee, Ch. s.s., 1,461, R. L. Lincoln, 3rd Jan.,—Canton 2nd Jan., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Hongkong, for Hoihow.
Hangsang, for Canton.
Cranley, for Chingwantao.
Onsang, for Singapore.
Chihli, for Nagasaki.
Coulsdon, for Canton.
Chunsang, for Singapore.

Departures.

Jan. 3.

Prinz Eitel Friedrich, for Europe.
Frithjof, for Swatow.
Kouangsi, for Shanghai.
Pyrrhus, for Nagasaki.
Katanga, f r Newcastle.
Jacob Diederichsen, for Pakhoi.
Onsang, for Calcutta.
Hue, for Haiphong.
Hongkong, for Haiphong.
Chihli, for Japan.

Passengers arrived.

Per *Patroclus*, from Singappre—300 Chinese.

Per *Hangsang*, from Shanghai, &c.—Messrs. Morse, Hardy, and Rev. Kynot.

Per *Arratoon Apcar*, from Calcutta, &c.—Mrs. Fey and daughter, Mr. and Mrs. Rivenbarg, Messrs. H. Miller, Beswins, Mrs. Shakada Banargee, Messrs. Steinmetz, Swein, and 835 Chinese.

Shipping Report.

Str. *Calliope* from Moji:—Strong NE. breeze and clear.

Str. *Evandale* from Newcastle:—Strong monsoon in China Sea.

Str. *Patroclus* from Singapore:—Moderate to strong NE. monsoons, and cloudy weather.

Str. *Hongkong* from Haiphong:—Very fresh monsoon NE., little foggy in Hainan Strait, big sea.

Str. *Coulsdon* from Shanghai:—Moderate to fresh monsoons, with dull cloudy weather, throughout passage.

Str. *Hangsang* from Shanghai:—Strong NE. monsoons and high seas to Swatow, thence light N'ly winds and overcast.

Str. *Indramayo* from Singapore:—Moderate monsoon to Paracels Reef, strong N'ly gale, and high sea to 20 miles S. of Gap Rock.

Str. *Reigate* from Newcastle:—Moderate to light wind after leaving Australia, and continued until N. end of Philippines, after strong NE. monsoon to port.

Vessels in Port.

STEAMERS.

Alexander, Am. s.s., 1,785, Gove, 13th Nov.,—Cavite 9th Nov., Coal.—Order.

Amara, Br. s.s., 1,566, C. J. Mattock, 28th Dec.,—Calcutta 13th Dec., Coal.—J., M. & Co.

Anping Maru, Jap. s.s., 1,052, N. Kovayashi, 1st Jan.,—Shanghai via Ports and Swatow 31st Dec., Gen.—O. S. K.

Borneo, Ger. s.s., 1,344, F. Sembill, 28th Dec.,—Sandakan 22nd Dec., Timber and Gen.—M. & Co.

Bourbon, Fr. s.s., 997, Sisco, 28th Dec.,—Saigon 17th Dec., Gen.—Wo Fat.

Calthness, Br. s.s., 2,222, W. Atkinson, 29th Dec.,—Newcastle, N.S.W. 2nd Dec., Coal.—Order.

Calliope, Br. s.s., 2,498, J. G. Soulsby, 2nd Jan.,—Moji 27th Dec., Coal.—B. & Co.

China, Am. s.s., 3,186, D. K. Friele, 27th Dec.,—San Francisco 25th Nov., and Manila 25th Dec., Mails and Gen.—P. M. S. S. Co.

Coulsdon, Br. s.s., 2,712, I. J. Henry, 2nd Jan.,—Shanghai 29th Dec., Gen.—A. K. & Co.

Dr. Hans Jürg Kier, Nor. s.s., 691, H. E. L-ren, 19th Dec.,—Iloilo 14th Dec., Sugar.—Aagaard & Thoresen Co.

Elita Nossack, Ger. s.s., 1,160, W. Lassen, 31st Dec.,—Canton 30th Dec., Gen.—S. & Co.

Emma Luyken, Ger. s.s., 1,160, G. Carstand, 1st Jan.,—Canton 31st Dec., Coal.—Order.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 19th Dec.,—Vancouver, B.C., 27th Nov., and Shanghai 16th Dec., Mails and Gen.—C. P. R. Co.

Evandale, Br. s.s., 2,468, W. Buyers, 1st Jan.,—Newcastle, N.S.W. 7th Dec., Coal.—A. K. & Co.

Hinsang, Br. s.s., 1,537, W. E. Sawer, 24th Dec.,—Java 14th Dec., Sugar.—J., M. & Co.

Kohsichang, Ger. s.s., 1,292, C. Gosewisch, 1st Jan.,—Bangkok 21st Dec., and Swatow 31st, Rice and Timber.—B. & S.

Lennox, Br. s.s., 2,361, F. McNair, 25th Dec.,—Callao 15th Nov., Ballast.—D. & Co., Ld.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 25th Dec.,—Calcutta 9th Dec., via Penang and Singapore 19th, Gen.—J., M. & Co.

Quinta, Ger. s.s., 2,200, Frahm, 30th Dec.,—Port Louis via Singapore 4th Dec., Sugar.—Nam Wing & Co.

Rubi, Br. s.s., 1,619, R. W. Almond, 1st Jan.,—Manila 29th Dec., Gen.—S., T. & Co.

Shahjahan, Br. s.s., 1,065, J. Scott, 24th Dec.,—Saigon 17th Dec., Gen.—Order.

Signal, Ger. s.s., 507, C. Hansi, 31st Dec.,—Bangkok 22nd Dec., Rice and Gen.—J. & Co.

Thode Fagelund, Nor. s.s., 4,382, G. Staneford, 15th Dec.,—Newcastle, N.S.W., 23rd Nov., Coal.—S., T. & Co.

Trocas, Br. s.s., 2,657, W. Kerr, 31st Dec.,—Singapore 23rd Dec., Petroleum.—A. O. Co.

SAILING VESSELS.

Celtic Chief, Br. ship, 1,709, Jones, 9th Nov.,—Philadelphia, 10th June, Kerosine.—S. O. Co.

Otra, Nor. ship 1,199, P. Defanes, 24th Dec.,—Fremantle 18th Oct., Sandalwood.—S. & Co.

Rose, Br. bq., 822, Wright, 10th Nov.,—West Australia 4th Aug., Sandal Wood.—S. & Co.

Simla, Br. 4-masted bq., 2,087, Casson, 13th Dec.,—Cardiff, 4th July, Patent Fuel.—Naval Yard.

Steamers Expected.

Vessels	From	Agent	Due
Nippon Maru	Shanghai	N. Y. K.	Jan. 4
Sumatra	Singapore	P. & O. Co	Jan. 5
Taiyuan	Manila	B. & S.	Jan. 5
Ischia	Singapore	C. & Co.	Jan. 5
Tjimahi	Kobe	J. C. J. L.	Jan. 8
Kutsang	Singapore	J., M. & Co	Jan. 9
Caledonien	Singapore	M. M.	Jan. 10
Doric	Japan	O. & O. Co	Jan. 10
P. Sigismund	Sydney	M. & Co.	Jan. 14
Emp. of India	Vancouver	C. P. R. Co	Jan. 17

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Empress of China	"	Kowloon	Dock
Kaifong	"	"	"
C. Hardouin	"	"	"
Kwan Tin	"	"	"
Yatshing	"	"	"

SHANGHAI. 28th ult.

Pekin	Cosmopolitan	Dec. 25
Kungping	New	" 27

Ships Passed The Canal.

Outward—30th December—*Preussen, Prinz Regent Luitpold, Ceylon.* 3rd January—*Baralong.*

Homeward—30th December—*Avala, Benalder, Achilles, Denbighshire, Menelaus, Ras Issa, Poona, Salaste, Serbia, Verona, Bautu, Indrasamha.* 3rd January—*Scandia, Hyades, Kobe, Redhill.*

Arrivals at Home—30th December—*Benvenue, Sachsen.* 1st January—*Socotra.* 3rd January—*Senegambia.*

Post Office.

A Mail will close for:—

Haiphong—Per *Hongkong*, 4th Jan., 9 A.M.

Macao—Per *Haungshan*, 4th Jan., 1.15 P.M.

Shanghai—Per *Hinsang*, 4th Jan., 2 P.M.

Shanghai—Per *Changchow*, 4th Jan., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 5th Jan., 11 A.M.

Macao—Per *Haungshan*, 5th Jan., 1.15 P.M.

Chefoo—Per *Shansi*, 5th Jan., 3 P.M.

Shanghai—Per *Hanyang*, 5th Jan., 3 P.M.

Manila—Per *Yuensang*, 5th Jan., 3 P.M.

Iolo, Zamboanga, Sandakan and Kudat—Per *Borneo*, 6th Jan., 9 A.M.

Manila—Per *Rubi*, 6th Jan., 11 A.M.

Macao—Per *Haungshan*, 6th Jan., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Namsang*, 6th Jan., 2 P.M.

Europe, &c., India, *via* Tuticorin—Per *Ernest Simons*, 9th Jan., 11 A.M.

Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per *Prinz Waldemar*, 9th Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 10th Jan., 11 A.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjimahi*, 10th Jan., 4 P.M.

Singapore, Penang and Bombay—Per *Ischia*, 12th Jan., 11 A.M.

Manila—Per *Zafiro*, 13th Jan., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Delta*, 13th Jan., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingtu*, 16th Jan., 3 P.M.

Europe, &c., India, *via* Tuticorin—Per *Polynesien*, 23rd Jan., 11 A.M.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Shawmut*, 23rd Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 24th Jan., 11 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 24th Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 26th Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 30th Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 10th Feb., 11 A.M.

The Parcels mail will be closed on Friday, the 12th inst., at 5 p.m.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanhua, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

☞ On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2½d. to 2d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Acheson, Mr. and Mrs. J.
Agostini, Abe.
Altman, G. J.
Anderson, Mrs. K.
Anderson, M. A.
Bainbridge, O.
Barnes, W. F.
Battiscombe, H. G.
Bell, R.N., Engr.-Lieut. H. F.
Bennaffon, C. M.
Birbeck, R. J.
Bishop, L. C.
Bisney, S.
Bisney, Mrs. S.
Bisney, Miss
Bissell, W. S.
Bonnar, Mr. and Mrs. J. W. C.
Bonner, E. A.
Borthwick, R. W.
Borthwick, Mrs. R. W. and child
Brodie, J.
Bromfield, J. F.
Broughall, L.
Bulteel, Mrs. G.
Burnie, C. M. G.
Burtt, H. H.
Byrnes, Mrs.
Chatham, Hon. & Mrs. W.
Clark, M. O.
Clark, T.
Clarke, Mr. and Mrs. T. W.
Hurst, R.N., Engineer-Capt.
Innes, Capt. R.
Johannsen, Edm.
Jameson, Mr. and Mrs. J. W.
Joki, J. P. F.
Jones, T. T.
Keenly, J. A.
Kent, H. W.
Kerr, F.
Kerr, Mr. & Mrs. J. K.
Koenig, C.
Laing, A. H.
Latimer, F.
Lewis, L. S.
Marriott, Dr. O.
Meier, Mr. and Mrs. John
Miller, P. L.
Moon, Mr. & Mrs. R. M.
Moore, Dr. W. B. A.
Morrison, Mrs. & child
Müller, Dr. F.
Newall, S. G.
Newington, A. G.
Nicholls, E. A.
Oliffe, O. C.
Page, Jr. J. H.
Page, Mr. & Mrs. W. T.
Parfitt, W.
Patey, Mrs. E. O.
Peake, W.
Pecker, B. L.
Pennefather, Mrs. G. H.
Pfordten, A. R.
Clegg, R.N., King's L. and Mrs. H.
Colvin, H. E.
Constable, M. and maid
Copp, Mr. and Mrs.
Coulthard
Crickshank, A.
Cunningham, G.
Davies, F. O.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. T. C.
Downing, Mrs. and infant
Eisen, Mr. and Mrs. A. C.
Evan-Jones, Dr. and Mrs. E.
Fischer, E.
Fischer, R.
Fletcher, H.
Frankels, C. W.
Grant, R.N., Capt. and Mrs.
Gray, T. C.
Hall, Capt. T.
Hanghwont, W. B.
Hardy, R.N., Lt. and Mrs. C. T.
Harker, H. B.
Hollingsworth, Mr. & Mrs.
Holt, B. G.
Humphreys, Mr. and Mrs. H.
Hunter, R.
Pigott, C.
Powell, W. A.
Reel, Dr. L. R.
Reeves, Mr. and Mrs. E. R.
Roach, Mrs. J. S. and child
Robbins, R.N., Lieut. and Mrs. J. F.
Robinson, Miss
Rogers, Mrs. E. E.
Rolph, J.
Rolph, R. T.
Rose, H.
Schulthüfer, P.
Scott, C. R.
Scott, Mr. and Mrs. J. G. and child
Shea, J. J.
Skott, O.
Spittles, J. S.
Steele, Jr., G. W.
Stein, A. L.
Steinmetz, Th.
Stephens, H.
Stevenson, R.N., Lieut. Comdr. and Mrs. E.
Stronch, E. Von
Sturtenant, Mrs. E. H.
Thomas, H. P.
Thomas, Miss M. L.
Thompson, N. S.
Wakefield, Mrs. and Miss
Watkins, Miss E.
Whitlow, A. W.
Wood, G. G.
Wright, Mr. & Mrs. T.
Young, C. E.
Young, J. A.

KING EDWARD.

Allix, Maurice
Barnes, Mrs.
Barrymore, F.
Bonde, Mr.
Brunner, Chas. C.
Burke, F. E.
Burrill, H. R.
Cummings, H. W.
Double, R.N., Comdr. Thorpe
Double, Mrs.
Douglas, Miss
Early, Miss R.
Early, Miss M. J.
Fepin, V.
Finlay, F. K.
Fraser, Mr. and Mrs. H. W.
Fraker, C. H.
Gillet, L.
Goddard, Edwin
Gomez, G. M.
Hamperly, Mr. & Mrs.
Haslewood, C. H.
Hisloop, Rev. C.
Ivaconer, Mrs. J. M.
Jackson, Mrs. and child
Joseph, Mrs. E. S.
Khroositcheff, Madame O.
Logan, W.
Lugebil, V.
Moody, Mrs. J. L.
Moses, E. J.
Moulder, Mr. and Mrs. A. B.
Nursaw, E.
Parker, W.
Powers, Dr. R. M.
Richy, L. M.
Schreiner, Otto
Seymour, Mrs. I. K.
Sherman, Mr. and Mrs. R. H.
Siebenschein, R.
Smith, Mrs.
Smith, Jr., J. A. B.
Staeger, O.
Stanley, H. L.
Textor, Capt. H.
Tillman, Mr. and Mrs. F. H.
Tobin, R. J.
Topping, D. L. R.
Unbehaun, C. H.
Wilterdink, W. H.

PEAK.

Aucott, E. F.
Bellil, A.
Bentinck, Mrs.
Buxton, Lady B.
Chichester, Maj. A. A.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Daniel, Mr.
Darling, Col.
Barnshaw, D.
Fenton, Mr.
Gales, Capt.
Gaster, E.
Gearie, Rev.
Gracey, Mr.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Hareland, F. A.
Howard, Mr. and Mrs. W. H.
Hughes, Mr.
Jacks, Mr.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Josling, Lt.-Col.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
Knight, Mr.
Louder, Mr.
Martin, R.
Mitchell, R.
Moss, Mrs.
Moxon, Mr. and Mrs.
Ollis, F. B.
Painter, Major & Mrs.
Parry, Major
Peeble, Mr.
Phillips, Mr. and Mrs.
Pollock, K.C., Mr.
Quennell, Capt.
Sawer, Capt. and Mrs.
Sinclair, A.
Stadt, Mr. and Mrs. Van de
Stokes, Mr.
Thomas, Mrs. Carl
Thomas, Misses
Vandin, Gordon
Vereker, Capt. & Mrs.
Watson, Mr. & Mrs. M.
White, Dr. M. J.
Wilkie, Mr. and Mrs. John
Woodward, Mr. & Mrs.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Barnett, H. J. O.
Dann, G. H.
Dow, P.
Falloon, C. H.
Gaskell, Mr. and Mrs.
Harben, Mr. and Mrs.
Marchant, Capt. and Mrs. and children
Marchant, Miss
Jameson, P. S.
Reynolds, F. O.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs.
Montague

OCCIDENTAL.

Buck, Mr. M.
Caspersen, S.
Hachne, Dr. Med.
Hemp, A.
Kegel, Mr.
Keller, W.
Kempel, Capt. C.
Keyt, Dr. H.
Krill, G.
Lindemann, Dr.
Lowe, Mr. and Mrs. J. C.
Lowe, Miss Sissie
Major, Capt. and Mrs. N. J.
McKay, J.
Munro, Miss A.
Owen, O. E.
Packham, Mr. & Mrs. R. and 2 daughters
Petersen, Mrs. C.
Schönberg, Victor
Smend, Dr. Med.
Stolte, O.
Zemmer, Dr. Med.

KOWLOON.

Ainslie, Dr. D. H.
Charlton, R.N., Capt. and Mrs. E. and nurse
Binder, Mrs. F. C.
Crawford, Mrs. A.
Hall, A. J.
Reynolds, F. O.

	Jan. 1 at 10 a.m.	Jan. 2 at 4 p.m.
Barometer	30.36	30.24
Temperature	53	58
Humidity	72	58
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last Reported at
Sacrify	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Shanghai
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtsze
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtsze
Diadem *	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Dee	torpedo boat destroyer	560	6	7,000	Lieut.-Commander H. E. Sulivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Hongkong
Ettrick	torpedo boat destroyer	560	6	7,000	Lieut.-Commander Lewin	Hongkong
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Singapore
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Itchen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer	310	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying (Labuan
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Hughes	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Commanding Officers.	Last Reported at
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Adour	transport	—	—	—	Lieut. Merle	Haiphong
Argus	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150	———	Haiphong
Baionnette	river gunboat	—	—	150	———	Saigon
Caronade	river gunboat	—	—	150	Lieut. Millet	Saigon
Casse-tête	river gunboat	140	5	150	———	Saigon
Comète	gunboat	525	4	458	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Saigon
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser	3,985	14	5,500	Commander Amet	Shanghai
Dupetit-Thouars	armoured cruiser	10,014	—	—	———	Saigon
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Saigon
Fronde	destroyer	350	—	303	Lieut. Bihet	Saigon
Guichen †	protected cruiser	—	—	—	Capt. Tracou	Saigon
Guoydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Saigon
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Le Coroller	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvauroux	Saigon
Kersaint ‡	cruiser	1,350	7	2,200	Commander Simon	Saigon
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm*	armoured cruiser	9,500	12	10,600	Capt. Martel	Saigon
Mousquet	destroyer	307	7	6,300	Lieut. Duchemin	Saigon
Oiry	river gunboat	—	—	—	Lieut. Greiller	Chungking
Pelée	gunboat	—	—	—	Lieut. Marchand	Tongkin
Perle	sub-marine	—	—	—	———	Saigon
Pistolet	destroyer	307	7	6,300	———	Saigon
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rapière	destroyer	—	—	—	Lieut. Vincent Bridgman	
Redoutable	battleship, reserve	9,457	8	6,075	Flagship of Rear-Admiral de Marolles, Capt. Passard de Silguy, Com'ding the local naval defence of Indo-China	Saigon
Sabre	destroyer	—	—	—	Lieut. Lebeau	Saigon
Styx	armoured gunboat	1,796	10	1,700	Capt. Deprez	Saigon
Surprise	gunboat	630	2	900	Lieut. Rieux	Baie d'Along
Takiang	river gunboat	—	—	—	———	Upper Yangtsze
Tokin	destroyer	250	6	—	Commander Tenquin	Saigon
Vauban	battleship, reserve	6,150	85	4,560	———	Hongay
Vétéran	receiving-ship	—	—	—	Lieut. Youngousse	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Bingdon	Canton

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
† Flagship of Rear-Admiral Boisse, Second-in-Command.
‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval division of Indo-China.

Intimations.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—
PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL.
DAIRY FARM FED PORK.

Apples, Choice Canadian	0.30	per lb
Australian Oysters, 2½ doz. bottles	$1.00	per bot.
" " 5 " "	1.90	per large bottle.
Australian Smoked Mullet	0.50	per lb
do do Schnapper	0.50	"
Bacon, Best Eng.	0.75	"
Bacon, Best Aust.	0.70	"
'Carno' Meat Extract, 2 oz	0.70	per pot.
do do 4 oz	1.25	"
Capons, Dairy Farm Fed (dressed)	1.05	each.
Chickens do do	0.75	"
Chickens' Livers	0.04	"
Chickens' Gizzards	0.04	"
Ducks, Local (dressed)	0.65	"
Ducks, Wild	0.75	"
Geese, Local (dressed)	1.50	"
Hares, Australian 1st Grade	1.40	"
Ham, Best York	0.70	per lb
Ham, Australian, "Pineapple" Brand"	0.65	"
(2 cts. extra per lb for Ham if cut).		
Honey, Best Aust.	0.60	"
Kidneys, Australian Sheep	0.05	each
Oysters, American (large size, in tins)	2.50	per tin
Partridges, Local	0.75	each
Pigeons, Local	0.25	"
Pigeons, Wild (dressed)	0.20	"
Rabbits, Australian 1st Grade	0.65	"
Rice Birds	1.00	per doz.
Sausages, Australian Fritz	0.60	"
Sausages, Own Make (of Australian Meats)	0.25	"
Tongues, Australian Sheep	0.20	each
Turkeys, Choice Australian (plucked)	0.70	per lb

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.

Orders for NOON should be sent in by 8.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by NOON the same day.

Hongkong, 21st December, 1905. [44

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

A. CHAZALON & CO.,

6, Queen's Road, Central.

Just Received

A Select Assortment of ENGLISH and FRENCH Confectionery from the best makers of London and Paris.

MARRONS GLACES
FONDANTS FOURRES
PRALINES
DRAGEES
PATES PECTORALES
NOUGAT
PAPILOTTES
CRYSTALLISED FRUITS
} AT MODERATE PRICES.

FRENCH CHOCOLATE.
CADBURY'S "
LOWNEY'S "
PETER'S "

ALSO

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY, LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned Houses in France and other foreign countries.

Hongkong, 11th December, 1905. [1225—D

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS'	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT

GENERAL HOUSEHOLD

FOR

EASTMAN'S

PHOTO REQUISITES.

KODAKS, FILMS,

&c., &c., &c.

AND

ACCESSORIES.

Telephone No.

A TRIAL ORDER WILL CONVINCE YOU OF OUR CAREFUL ATTENTION.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	$1,000,000 $8,500,000 $250,000	$1,702,728	£1 15/- @ exchange 1/10½=$18.66.87 for first half-year 1905	8 %	$819 buyers London £92½
National Bank of China, Limited	89,925	£7	£5	$200,000	$417,768	$2 (London 5/6) for 1905		$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6½	$320 sellers
China Traders' Insurance Company, Limited	14,000	$83.33	$25	$950,000 $169,211 $202,455 $295,955	Nil.	$4½ for year ended 30.11.1905	5½ %	$86 buyers
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 25/- for 1904	5½ %	Tls. 95
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $537,145 $1,043,930 $1,152,364	$2,339,112	£40 for 1904	5½ %	£710 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$750,000 $5,000 $5,890	$486,284	$12 and $3 special dividend for 1903	8½ %	$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	$100	$20	$1,000,000 $218,793 $2,241	$329,047	$6 dividend [illegible] 1903	8 %	$96 sales
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,200,505	$360,372	$34 for [illegible]	11 %	$890 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 [illegible]	4½ %	$21
Douglas Steamship Company, Limited	10,000	$50	$50	$261,638 $88,941	Nil.	$3½ for year ended 30.6.1905	10 %	$86 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	10,000	$15	$15	$250,000 $600,000 $145,376	38,974	$1 for first half-year 1905	8 %	$25
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£120,000 £241,157 £3,999	£4,435	[illegible]/- @ 1/10½=$6.29.51 for 1904	7 %	$90
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	8 %	Tls. 58 buyers
Do. (Preference)	100,000			£400,000		Interim of Tls. 1½ for 1905	8 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116	£58,852	1/- (Coupon No. 6 for 1905	4½ %	32/6 ex div.
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$65,000 $24,257	$929	$1.80 $0.90 for year ending 30.1.1905	5½ % 4 %	$32 sellers $23 sellers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $21,675 $130,153	$21,231	$10 for 1904	7 %	$149 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 105,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	9½ %	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000 $150,000	$42,812	Interim of $10 for 1905	10 %	$200 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,087	$3 for 1897	...	$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. [illegible] sales
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£80,000 £26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 9 sales
Oriental Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $672,093	Final of 50 cents making G $1 for 1905	...	[illegible]/16 ex div.
Taub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	$4 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 7,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	10½ %	Tls. 126 sales
Fenwick (Geo.) & Co., Limited	6,000 12,000	$25	$25	$70,000	$8,577	$1.75 for 1904 on old capital First year	...	$25 buyers $24½
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$50	$250,000 $58,473 $10,000 $500,000	$29,422	Interim of $2½ for 1905	4½ %	$109
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$41,560	$501,332	$6 for first half-year 1904	8 %	$164 sales
New Amoy Dock Company, Limited	10,000	$6½	$6½	$55,500	Dr. 10,260	$1½ for 1903	7 %	$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	5½ %	Tls. 217½ buyers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9½ %	Tls. 190 buyers
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$14,516 Tls. 34,000	$9,028	$2½ for year ended 30.6.1905	9 %	$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 130 buyers
Central Stores, Limited	6,000	$15	$12	$20,000	$1,502	Final of 60 cents making $1.80 for 1904	12 %	$15
Do. (Founders')	123	$15	$12			None		$100
Do. (New Issue)	24,000	$15	$7½			Preferential of 7 per cent for 1904	7 %	$7½ sales
Hongkong Hotel Company, Limited	12,000	$50	$50	$64,975 $31,087	$10,126	$5 for first half-year 1905	6½ %	$150 sales
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Interim of $3½ for 1905	5½ %	$125
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Interim of Tl. 1	15 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	$100	$100	.....	First year	Final of $6 making $10	9½ %	$107
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,994 $50,000	$11,958	90 cents for 1904	[illegible] %	$18½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$41
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6½ %	Tls. 120 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	[illegible] 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905	6 %	[illegible] 125 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Interim of $1½ for 1905	6½ %	[illegible]
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1904	18½ %	Tls. 44 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05	7½ %	$13
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 10,000	Tls. 18,718	Interim of 3 % a/c 1898	...	Tls. 46 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898	...	Tls. 34 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 % for 1897	...	Tls. 150 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	$20	None	...	$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	7,314	£770	1/3 per share for 1904	9½ %	$7 buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	6½ %	$30 sellers
China-Borneo Company, Limited	66,000	$12	$12	none	Nil.	$1 for 1904	10 %	Tls. 80 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	...	$10
China Light and Power Company, Limited	50,000	$10	$10	none	$3,750	None	...	$7½
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,000	$1,181	80 cents for 1904	8 %	$19 sellers
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905	7½ %	$28 buyers
Green Island Cement Company, Limited	150,000	$10	$10	$400,000 $500,000	$95,054	$2 for 1904	7 %	$28 buyers
Hall & Holtz, Limited	25,000	$20	$20	$186,000	$7,551	Final of $1½ making $2½	10 %	$15 sales
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $10	none	$2,151	$1.00 50 cents for year ending 30.6.1905	6½ %	$21 buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	7½ %	$23 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Interim of $4 for 1905	7½ %	$13 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$18,137	$10 for 1904	7½ %	$13 sellers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	188	Final of 50 cents making $1 for the year	7½ %	$15
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5 for 1904	6½ %	$125
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 328,210 Tls. 19,465	Tls. 35,849	4th interim of Tls. 7½ paid 15/1/05 making in all Tls. 23½ for 1905	10 %	Tls. 150 sales
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 17,638	Tls. 5 for 1902	...	Tls. 5 buyers
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. $13,619	None	...	$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	none	Dr. $16,455	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 14,000 Tls. 108,178	Tls. 8,011	Interim of Tls. 3½ for 1905	7½ %	[illegible]
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 4,751	Tls. 6 for 1904	9 %	[illegible]
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	9 %	[illegible]
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 25,000	Tls. 1,997	Interim of Tls. 2	14 %	[illegible]
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	6½ %	[illegible]
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $5,068	None	...	[illegible]
Steam Laundry Company, Limited	30,000	$15	$15	none	$1,154	50 cents for year ending 31.12.04	...	[illegible]
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$700	$5 for 1905	...	[illegible]
Tientsin Waterworks Company, Limited	7,000	T.Tls. 100	T.Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 7,019	Final of Tls. 4 making Tls. 8 for 1905	[illegible]	[illegible]
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$22,800	$5,[illegible]	$0 cents	[illegible]	[illegible]
Do. (Founders')	10,000	$10	$10			$0 cents for year ending 31.12.1905	[illegible]	[illegible]
Watson, (A. S.) & Co., Limited	30,000	$10	$10	$[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
William Powell, Limited	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]